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No. 2.

THE FRENCH OCCUPATION IN WESTERN PENNSYLVANIA.

An extract from a letter from George Washington to Gov. Dinwiddie will give an idea of the force of the French and the conditions of surrender:

WILL'S CREEK, 27th April, 1754.

"Honorable Sir,—It is with greatest concern I acquaint you that Mr. Ward, ensign in Capt. Trent's Company, was compelled to surrender his small Fort in the forks of Monongialo to the French, on the seventeenth instant, who fell down from Weningo, with a fleet of three hundred and sixty bateaux and canoes, with upwards of one thousand men and eighteen pieces of artillery, which they planted against the fort, drew up their men and sent the enclosed summons to Mr. Ward, who having but an inconsiderable number of men, and no cannon to make a proper defence, was obliged to surrender; they suffering him to draw off his men, arms and working tools, and gave leave that he might retreat to the inhabitants."

Taking possession of the English

TO MARKSMEN

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Western History.

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N WESTERN PENNSYLVANIA. After the fall of Fort Du Quesne, the French proceeded to construct a work that was, perhaps, the strongest yet undertaken. It was called Fort Pitt in honor of the Governor of Canada, and was for some years the scene of active operations both from above and below. This attack on a feeble fort in the wilderness may be considered the beginning of the French and Indian war, and indeed of a war that continued for nine years, shaking the two continents from India to the wilds of Ohio.

We have a description of Fort Du Quesne from an English prisoner who was for some time within its enclosure. He speaks of it in detail: "It is four square, has bastions in each corner; is about fifty yards long and about forty yards wide; has a well in the middle of the fort, but the water bad; about half the fort is made of square logs, and the other half next the water of stockades. There are entrenchments thrown up all around the fort, seven feet high, which

consists of stockades drove into the ground near to each other, and wattled with poles like basket work, against which is earth thrown up in a gradual ascent; the steep part is next the fort, and has three steps all along the entrenchment for the men to go up and down to fire at an enemy. These entrenchments are about four rods from the fort and go all around, as well on the side next the water as the land. The outside of the entrenchment next the water joins to the water. The fort has two gates, one of which opens to the land side and the other to the water side, where the magazine is built; that to the land side is in fact a drawbridge, which in day time serves as a bridge to the people, and in the night is drawn up by chains and levers. The stockades are round logs better than a foot, and over and about eleven or twelve feet high; the joints are secured by split logs. In the stockades are loop holes made so as to fire slanting towards the ground. The bastions are filled with earth, solid about eight feet high. Each bastion has four carriage guns, about four pound; no swivels, nor any mortars. They have no cannon but at the bastions.”*

The Fort at Venango was completed in April, 1754, completing the chain of defences from Lake Erie to the Ohio. They were not remarkable either for strength or engineering skill. Neither Presq' Isle, Le Boeuf, nor Machault, had any earth works of importance. They were probably all constructed on

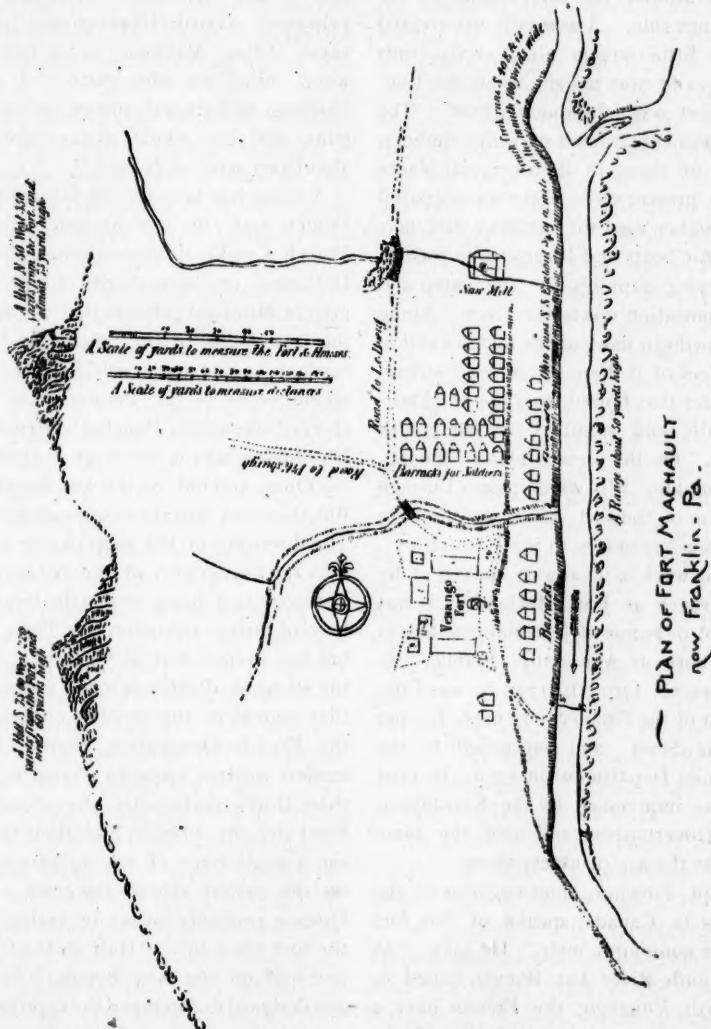
the same plan, although Machault, at Venango, was the smallest of the whole. Providentially the plan of the latter has survived the changes of a hundred and twenty eight years, and has recently been verified beyond a question, as the identical plan of Fort Machault and the surrounding territory, with the bearing of the hills and the distances to them. The following is the description noted on the map:

“Venango Fort is situated on a rising piece of ground on a rich bottom, abounding with clover, sixty yards west of the Ohio. The north and south polygon is forty-five yards, and the east and west polygon thirty-seven yards. The bastions are built of saplings, eight inches thick and thirteen feet in length, set stockade fashion. Part of the curtains are of hewed timber, laid lengthwise upon one another, which also make one side of the barracks.”

The body of the work was in the form of a parallelogram, in size about seventy-five by one hundred and five feet, with bastions in the form of polygons, at the four angles. The gate fronted the river. In the interior were the magazine, fifteen by eighteen feet, protected by a thickness of three feet of earth, and several buildings for barracks. Two of these were eighteen by fifty feet, with three others that were smaller. The barracks were two stories high and furnished with stone chimneys. A door in the north eastern bastion led to a large cellar.

The soldiers' barracks consisted of

*Hazard's Register, VIII., pp. 318-19.



thirty-seven separate buildings, disposed around the fort, chiefly on the northern side. A saw mill was erected on a little stream about sixty rods above, and near the site where the English fort was subsequently built. The dam was constructed of heavy timbers, many of them in their original places at the present day. Here was prepared the lumber used for barracks, and perhaps for boats and barges to be used in conveying supplies for the camp and transportation down the river. Along the northern flank of the fort and within fifty feet of it there was a small stream of water that flowed from the neighboring hills and supplied the camp with water. On the present plan of the city of Franklin, Elk street passes through the site of the fort, whilst the southern side reaches nearly to Sixth street.

This work is invariably spoken of by the French as Fort Machault. It was named in honor of Jean Baptiste Machault, born at Amonville, France, December 10, 1701. In 1745 he was Controller of the Finances; in 1750, Keeper of the Seals, and succeeded to the Colonial Department in 1750. In 1794 he was imprisoned by the Revolutionary Government; and died the same year at the age of ninety-three.

Capt. Pouchot, chief engineer of the forces in Canada, speaks of this fort rather contemptuously. He says: "At its mouth River Aux Boeufs, called in English, Venango, the French have a very poor mean fort called Fort Machault, which is also an entrepot, for that which is going to Fort Du Quesne."

We have a partial description of this fort in the deposition of a French prisoner, named Chauvignerie, who says: "Fort Machault is a fort of wood, filled up with earth. It has bastions, and six wall pieces, or swivel guns, and the whole works take up about two acres of ground."

A claim has been set up for another French fort, on the opposite side of French Creek, at the mouth. Henry DeCourcy, on the authority of a French map in Montreal, affirms that it was, on the eastern side of the creek. It is so marked in the map published in the second series of the Pennsylvania Archives,* taken from Pouchot's Memoirs. Du Quesne says it was built, "Half on the Ohio, and half on the Aux Boeufs." But there is a mistake in some direction. The discovery of the map of the Fort, with the topography of the country so distinctly laid down, settles the location beyond farther controversy. There was but one French fort at Venango. Not the slightest allusion is made to two, in that region, in the records relating to the French Occupation there. The earliest settlers came to Franklin less than thirty years after the abandonment by the French, and they found not a single trace of any military work on the eastern side of the creek. Du Quesne probably meant by saying that the fort was built: "Half on the Ohio, and half on the Aux Boeufs," that it was designed to command the approaches of both these rivers. Nor is it difficult to imagine that the map was drawn

*Vol. VI., p. 408.

from general reports with the simple knowledge that the fort was at the mouth of the Aux Boeufs, and placed inadvertently on the wrong side of the river.

We come now to speak of the map from which much of the information is drawn in relation to the location and plan of Fort Machault.* Its history is mysterious as that of the books of the Sibyl at Rome. The mystery connected with it will probably never be unraveled. It is simply called Venango Fort, without date or authorship, or anything that would indicate its origin. Yet it has all the topographical features of the surrounding country as correctly laid down as though taken by the camera.

That this plan, or map, for it is both, is a plan of old Fort Machault and the surrounding country, there is not one particle of doubt. From the site of the old earth ruins, visible until within a few years ago, the distances to the neighboring hills correspond to those laid down on the plan. The bearings of the compass to the hill tops correspond to within half a degree. The ford marked across the river is visible now at low water; the ravines and runlets are the same; a swamp marked on the plan, some fifty rods from the fort, has its counterpart lingering unto this day; the trace of the road leading up the rather abrupt hill from the fort to the river side, is clearly traceable at the present time. And lastly, the remains

of the timbers that formed the dam of the saw-mill, still buried in the moist earth, bear their silent testimony to the identity of the plan and the work.

Yet there are difficulties we cannot explain. The annotations are in the English language. The name Machault does not occur on it. The road leading westward is marked "Road to Pittsburgh," yet Pittsburgh was not laid out until 1760, when the fort was in ruins; still Col. Mercer dates his letter at Pittsburgh in 1759. The smaller stream is called French Creek, a name it never bore among the French, but Washington calls it French Creek in 1753. The larger stream is called the Ohio, that is evidence of its antiquity, as does also the annotation "Road to Le Boeuf."

That it was not hastily done, is evident from the paper. Every small detail is laid down; the bridges across the ravines; the islands in the rivers; the ridge of hills across the Ohio; and even the two scales, one by which to measure the fort and the other the surrounding country, are drawn to a nicety. All these items not only show the genuineness of the map, but the deliberate character of the work.

The most plausible solution of the mystery is this: It may have been copied from a French map, now lost, by an English officer, translating the French annotations, and marking the road that leads south as the road to Pittsburgh. And as the actual name of the fort was not generally known to the English, it is called Venango Fort from the location. Indeed, the name, as

*In the possession of William Reynolds, Esq., Meadville, Pa.

found in the English papers of the time, is almost always the Fort at Venango.

Farther in regard to the mysterious history of the map:—It was found amongst the papers of the Shippen family, brought to western Pennsylvania in 1825. This was an influential family in Eastern Pennsylvania, at the time of the French difficulties. It is a well-known fact that Edward Shippen of Lancaster, the grandfather of Hon. Henry Shippen, Judge of the district embraced by the whole of north-western Pennsylvania, at that time, was actively engaged in public affairs at the time of the French Occupation. It is natural therefore to trace the map back to him. At that time he was prothonotary of Lancaster county, and correspondent and confidential agent of James Hamilton, Governor of Pennsylvania. He was very closely identified with the French troubles on the Ohio. He had correspondence with John Frazier, the old gunsmith who was driven out of his home at Weningo by the Frenchman, Joncaire, when he came to set up his fort. No doubt he had Frazier and others picking up information for him that might be of use to the government.

We find him actually in possession of the map of one of the French forts, through Mr. Frazier. In a letter to Gov. Hamilton, under date of September 9th, 1753, he encloses a letter from Frazier to Mr. Young, of which the following is an extract: "Here is enclosed a draught of the fort, the French

built a little the other side of Sugar Creek, not far from Weningo, where they have eight cannon."

This allusion must be to the plan of Fort Le Boeuf; it corresponds nearly, in its armament, to the account given by Washington, at the time of his visit there, and there was no other work near to Weningo, and Fort Machault was not built at that date.

We conclude then, that either the original French plan, or a copy, had fallen into the hands of some prisoner, or been stolen by the Indians, like the leaden plate, and that a copy of this, with English notes, has come down to our day to show us the size and style of old Fort Machault.

We have some facts in regard to French operations from this time to the final evacuation of the upper forts in 1759. In a communication from Du Quesne to the Marquis De Vaudreuil, dated Quebec, July 5, 1755, there is the hope expressed of living off the country. He says: "Fort Du Quesne could in less than two years support itself. . .

Peas are now planted, and they have two cows, one bull, some horses and twenty-three pigs. At Fort Machault, where the land is very fertile, it will be easy to have the same resource. At river Boeuf the land is not so good, but it is expected that peas, Indian corn and oats will easily grow there. Hogs can be easily raised there, they have already nine; the prairies, in that quarter, which are extensive, furnish only bad hay, but it is easy to get rid of it. At Presq' Isle there is the same uni-

formity of land, but the hay is very abundant and good on it.

"Tis to be observed that the quantity of pirogues constructed at the river Aux Boeuf has exhausted all the large trees in the neighborhood of that post; it is very important to send carpenters there soon, to build some plank bateaux like those of the English. Two advantages will result therefrom: a much greater load can be carried and the inconvenience of readily upsetting, so common to pirogues, will be avoided."

In 1756, Fort Machault is thus described: "With a Captain's command of about fifty men; the fort of stockades very weak and scarce of provisions; a few Indian families about the place; not built."^{*}

In October, 1757, Stephen Chauvignerie says: "His father is lieutenant of marines and commandant at Fort Machault, built lately at Venango, and now finishing; that there are about fifty regulars and forty laborers at said fort."[†]

Frederic Post, in 1758, says an Indian told him that the fort had but one officer and twenty-five men, and is much distressed for provisions, as are the two upper forts.[‡]

Chauvignerie thus describes the two upper forts in 1757: "The river is very shallow there, and the country flat and pleasant; the fort there is very strong, palisaded; has a glacis with a dry ditch three feet deep; he does not

know the number of cannon, says they are swivels, and under a dozen; is commanded by his uncle, Monsieur Du Vierge, who is an ensign of foot."

The first interruption of this chain of fortifications was the forced abandonment of Fort Du Quesne. This was on the twenty-fourth day of November, 1758, at the approach of Gen. Forbes. Three years before, Gen. Braddock had been sent against it, with a strong army. The design of his expedition was to reduce this fort, then ascend the river and reduce the remaining forts on the Ohio and Lake Erie. But his disastrous defeat on the Monongahela, on the ninth day of July, 1755, when within twelve miles of the fort, brought disappointment to the English, and strengthened the hands of the French.

During the two years following, all the movements of the English had proved so disastrous that at the close of the campaign of 1757 general discouragement prevailed. A succession of victories in the northeast had greatly strengthened the French, and brought equal despondency to the English. Lake George and the great lakes from Ontario westward, were in the possession of the former, and gave them undisturbed access to the upper Ohio, whilst Fort Du Quesne gave the command of the lower river.

But in June 1757, William Pitt became Premier of England, and infused new vigor into the government. In 1758 a very large force was sent over to engage the enemy both on the line of the lakes and Fort Du Quesne. The

*Penn. Archives, III, 13.

†Penn. Archives, III, 315.

‡Penn. Archives, III, 561.

latter was under the command of Gen. Forbes. His force amounted to some seven thousand men, of whom nearly five thousand were from the provinces. A part of this army was sent in advance under command of Col. Bouquet. Approaching the scene of active operations, Major Grant was sent with eight hundred men to reconnoiter the fort. Deceived with the idea that the garrison was quite weak, he ventured to make a night attack, and was defeated with great carnage. This was on the 14th day of September. Gen. Forbes came up with the remaining forces on the first of November.

Learning of the strength of the consolidated army, through spies, the French gave up all hope of a successful resistance, and determined to abandon and destroy their works before a blow had been struck. The plan was carried out, and when the English came up they found nothing but the blasted and charred remains of what had been Fort Du Quesne.

General Forbes says, in his report: "They have blown up and destroyed all their fortifications, houses, ovens and magazines—all their Indian goods burned in the stores that seem to have been considerable. Of the garrison, four hundred men, with the commander, De Lignerie, went up the river to Venango."

In the meantime every effort was made to strengthen Fort Machault. Platforms were erected in the bastions, and swivel guns mounted on them. The stockades were lined to render

them more secure. A large force of laborers was at work, with the avowed object of making Machault as strong as Du Quesne had been.

Yet the force at these forts seems to have fluctuated as the exigencies of the case demanded. There was no danger to be apprehended from below, and the troops were withdrawn to the line of the lakes. The ruins of Fort Du Quesne were removed and Fort Pitt had taken their place, and for the present the English were content to hold it without further demonstration.

On the 17th of March, 1759, a spy named Bull reported to Col. Mercer at Fort Pitt, the condition of the French forts. He reported Burinol in command at Presq' Isle; with two officers, two traders, one clerk, one priest and one hundred and three men. At Fort Le Boeuf, Le Sambrow in command, two officers, one clerk, one priest and one hundred and fifty men. At Machault, De Lignerie in command, two officers and forty men.

On the following May, Col. Mercer writes of farther intelligence through a spy: "There are about an hundred soldiers at Venango, with several officers, besides what are gone upon party with Indians. They are fitting up platforms and lining their stockade. They expect we will proceed up the river, and De Lignerie is determined to fight us in the woods. They have eleven bateaux at Venango, and one great gun of the size of a quart pot, which they fire off by a train of powder."

In the meantime new counsels pre-

vailed. The successes of the French in the northeast encouraged them to hope that the time had come when their broken line of defenses might be renewed and matters proceed on the defensive. The first effort was in gathering all their energies in an attempt to retake Fort Du Quesne, or Fort Pitt, as it was now called. Machault was to be the point of assembly. The expedition was to go down the river in boats. Men and supplies were ordered from the upper forts, and from the distant west. Kaskaskia, Illinois, furnished assistance. This could not come up the river, and the long, circuitous route by the northwestern rivers and Lake Erie was adopted. From the fort at Kaskaskia, Monsieur D'Aubrey started with four hundred men and two hundred thousand pounds of flour. His route was a slow and painful one, down the Mississippi to the mouth of the Ohio, then up the Ohio to the Wabash, then up that river to the portage at Fort Miami, now Fort Wayne; then he carried his store across to the Maumee; thence into Lake Erie; thence down to Presq' Isle; thence carried across the country to Le Boeuf, then floated down French Creek to Venango.

We hear from the fort again on the 17th of July, 1759. It is in a letter from Col. Mercer at Pittsburgh. The report is from two Indians who had been sent up the river as spies. They say: "We found at Venango seven hundred French and four hundred Indians; the commanding officer told us they expect six hundred more Indians;

that as soon as they arrived, they would come and drive us from this place." Farther, they learned that in the following three days six hundred more Indians had arrived. They were fitting out for the expedition, to set out in the night, having three pieces of cannon brought from Le Boeuf, and others expected every hour, with a great many bateaux loaded with provisions.

Everything seemed to be making good progress, and they were hopeful of a successful expedition down the river. The bustle of preparation was seen everywhere, when suddenly a messenger arrived from above with mysterious countenance bearing despatches for the Commandant. Evil tidings spread throughout the camp. There was trouble at Fort Niagara. It was closely invested by the English under Sir William Johnson, and help was demanded at once. Orders had come recalling all the forces at forts in Pennsylvania for the relief of the beleaguered fort on Lake Ontario.

All was consternation. The prize seemed just within the grasp. The reinforcement from Kaskaskia had hardly rested from their toil. But there was no recourse. All their hopes were blighted. Orders were given for the evacuation of the forts they had held for six years, and evacuation meant abandonment of the country forever. It was in the month of July. The creek was too low for successful navigation, and the principal portion of their effects must be abandoned. Nothing but personal baggage could be car-

ried with them. They made a virtue of necessity and were liberal with the Indians. Dusky warriors were tricked out in lace coats and cocked hats; swarthy maidens were made happy with presents of French calico and red blankets; strings of beads were thrown lavishly around the necks of papooses, all guileless of them before ; flour brought by that painful journey from Kaskaskia, borne wearily on men's shoulders over long portages, was distributed in lavish rations, and other stores were passed freely around. The other property was all collected within the fort and the whole set on fire. The barracks without as well as within were involved in one common ruin. The boats and bataux on which the assault was to have been made on Fort Pitt were also consigned to the flames without mercy. The swivel guns, or wall pieces as they called them, were first disabled, then buried in the earth, and everything of value removed from sight.

This destruction was in accordance with instructions from the French Government. Gov. Vaudreuil, of Canada, in anticipation of a dangerous assault from the English forces, had instructed De Lignerie to " fall back successively upon Forts Le Boeuf and Presq' Isle, and so completely destroy the works as to leave nothing behind that would be available to the enemy."

Then the entire party took leave of their Indian allies, not without the show of bravado, even in this hour of humiliation, telling them that although

they found it necessary to leave them now, yet that they would return in a year and stay with them permanently. Then the entire party took their way up the creek, with feelings less buoyant than when they came to plant themselves down upon the soil.

We have not the details of the abandonment of the other Forts, Le Boeuf and Presq' Isle, but they were doubtless dismantled with equal haste, and all proceeded to Fort Niagara to find themselves driven from that point to find no refuge this side of Canada.

Time and the resistless energies of the American people, and the iconoclastic spirit of the age have removed all traces of these French works. There was little that would bear the effects of time and the chances that would follow the settlement of a new country. They were but stockades that might be dismantled and destroyed in a few hours. Even the slight earthworks that were said to belong to the bastions were but temporary, and would soon disappear.

Fifty years ago the site of old Fort Machault presented merely the appearance of small, irregular mounds of earth, covered with briars and brambles. The mass had evidently passed through the fire, as the stones bore evidence of its action, and coarse beads and bits of glass and iron, washed out by the rains, bore evidence of having passed through that element. Many rude knife blades were found, designed to operate on the principle of the razor, and strongly suggestive of use as scalping knives by

the Indians. They were part of the stock in trade, designed either as gratuities or as a medium of exchange in their association with the Indians, and without special care as to the use they might make of them. Indeed the very toleration of the French by the Indians in this entire region was purchased with an unceasing supply of gratuities, and the constant promise of future advantage through trade and traffic; and the idea of their own personal advantage was conveyed to them even in the construction of the forts. And the coarse glass beads that are found even to the present day show how lavishly they were supplied at the time of the sojourn here.

A relic of the fort was brought to light about forty-five years ago in the shape of an old four-pounder cannon. It was in part disintombed by the washing away of the bank of the river. The trunnions had been knocked off, the gun spiked; and, thus disabled, laid away to its long sleep of a hundred years. It was, no doubt, one of the swivel guns, or wall pieces, spoken of by young Chauvignerie, and there is as little doubt that the other five, as well as those brought down from Le Boeuf for the attack on Fort Pitt, are buried somewhere in the same locality, as the creek was too low and the haste of the French too great, to allow them to carry them away in their precipitate flight. This gun was afterwards repaired and used for patriotic purposes, until on occasion of the celebration of the Fourth of July, under the influence

of an excessive amount of patriotism, it was filled to the muzzle with sandstone and blown to pieces.

A peculiar species of grape was found growing in the neighborhood by the early settlers. This was for a time propagated under the name of the Venango grape. It must have been brought here by the French, and was considered valuable in its day; but changes in the location and the advent of better varieties have crowded it out and it has been lost.

Nothing could exceed the energy and perseverance with which the French claim was prosecuted. The enterprise was attended by great difficulties. All supplies, armament, and material of war were brought from Canada. The route was by water to Erie, with a portage around the Falls of Niagara; thence across the country to Waterford, or Le Boeuf, fifteen miles; thence floated down French Creek to the lower part of Venango. The Indians in the entire region around were hostile to them and disposed to favor the English, and they must purchase their co-operation by excessive largesses, and the unscrupulous creatures were constantly levying blackmail upon them. There was the consciousness too of the superior advantages of the English in having the whole coast, south of the Saint Lawrence, open to their shipping, and the co-operation of their adjacent colonies.

Yet there was the vision of Empire before them. There was all this vast territory, extending from the Lakes to

the Gulf of Mexico, and from the Allegheny mountains westward to unknown regions. It was theirs by right of discovery; they had planted the standard of the cross and unfurled the colors of France at the sources of all its great rivers; and they had glided down the waters of its Ohio, and mighty Mississippi, even to the point where they debouched into the Gulf of Mexico, proclaiming everywhere, possession in the name of the King. And they had resolved that it should be defended by the might of the strong arm, carried forward by all the resources of the treasury, and urged by all the armies of France.

But the good Providence of God had some better thing in store for this country. The strong and rugged Anglo-Saxon element was to prevail. The people who had been gathered out of all the nations, from Aryan to Saxon, and been kneaded and moulded in a thousand revolutions, and purified and made strong in the fires of a thousand persecutions and trials, were to form this new nation, "The last and noblest of time." This great country was to be possessed by a race capable of cut-

ting down its mighty forests, breaking up its immense prairies; bridging its vast rivers; tunnelling its lofty mountains, and opening up its granaries for the supply of the old world, and bringing into circulation its treasures of iron and copper and silver and gold.

Republican institutions were to kindle up their lights here, from the Atlantic to the Pacific, and their influence was to reach around the world and be the means of keeping alive the hope and the courage of the nations in their dream of liberty. Protestantism was here to erect her high places and extend her beneficent influence away across the continent, and beyond the seas, even to the uttermost ends of the earth, and greatly assist in moulding the opinions of the nations and bringing them within the sphere of that sweet and blessed light that is finally to enlighten the whole world.

And so the vision faded, the dream passed, as do the dreams of the morning, and the white lilies of France withered to bloom no more south of the great Lakes and the Saint Lawrence.

S. J. M. EATON.

(Concluded.)

EARLY MEN AND EVENTS OF LEADVILLE.

The *Leadville Herald Democrat* upon the first day of January (1889) issued an extra edition, comprising twenty-four pages, devoted principally to a historical review of the settlement and growth of Leadville, and especially its

marvellous mineral resources. As an exhibition of newspaper enterprise it is a bright page in the history of Western journalism. A copy lying upon my table contains the following article concerning "Some of the Early Birds" of

Leadville, giving an account of the "First House," the "Initial School," the "First Doctor," the "First Lawyer," the "First Hotel," and the "First Postmaster," who was the Hon. H. A. W. Tabor. The article deserves reproduction in these pages. Our readers, therefore, will be indebted to that progressive journal for the interesting facts which read like a historical romance concerning the building of this wonderful city above the clouds within so short a time since it was known as California Gulch — a mineral metropolis whose smelters yielded bullion during 1888 to the value of \$6,497,607.

The *Herald Democrat* says: Upon the street the other day, gathering statistics for this paper, a reporter encountered "one of the oldest." Standing on the corner of Harrison avenue and Chestnut street, the gentleman pointed across the street to Mr. Mater's store and said:

"That is where the first lumber house in this camp was erected."

"You were here then?" asked the reporter.

"Yes; a few of us were here at that date."

"You know then that that was the first sure-enough house in Leadville, do you?"

"Bet on it; was right here at the time."

"What else do you know of early history?"

"Enough to fill a book."

"Well, go on; the next number of *The Herald Democrat* will be as big as a book."

The gentleman then went on to tell of a young friend of his, a blacksmith by trade, who was among the early comers to this camp. He was a good workman, and the camp at that time was very much in need of his labor. The idea suggested to him of erecting a temporary shed in which to begin business, our informant offering to furnish the necessary tools. The trade was made, and the young smith put up his shop. He prospered, but after awhile business began to crowd about him, and the claimant of the ground on which his shanty stood said that he must either purchase the property or move. The amount asked for the lot was one hundred dollars. The business of the young blacksmith was every day growing, and so was the camp, but he felt that both would not warrant his paying such an enormous figure for a lot in the suburbs. The smith consulted his friend regarding the purchase, and he strongly urged him to buy the lot. After paying for his tools, he had laid by about the amount of money asked for the property, but after mature deliberation he came to the conclusion that he would shut up shop.

"Well, what then?" asked the reporter.

"Why, sir, in ninety days after my friend relinquished the property, it was sold for ten thousand dollars."

"What became of the young man?"

"He left camp in disgust, having missed or neglected to take advantage of the 'tide in his affairs.'"

Among the early families to the camp came that of Mr. William Randolph. He pitched his tent on a little rise of ground opposite to what is now known as the Grand hotel.

Charles Mater came with the first store, which was opened out in a little log shanty, on the ground now covered by his commodious place of business on Chestnut street. Next in this line came H. A. W. Tabor, who started in the grocery business on Chestnut street, one door west of Harrison avenue.

The first public house was commenced on the 15th day of June, 1877, which was finished and thrown open to the public on the 4th of July following. The builder and proprietor was Mr. G. A. Harris, who performed every particle of the labor in its construction, from the foundation to the roof. The size was 12x15 feet, and a story and a half high. It afforded accommodation for eight or ten sleepers. The name of this hotel was "The City," and its site is now covered by the Grand hotel. Mr. Harris kept this hotel until about July of the following year, when he enlarged it and changed the name to the Grand, which was subsequently sold by him to Walsh & Co.

The first lawyer to come to Leadville was the late A. C. Updegraff, Esq., who became county judge of this county. He came from Iowa.

The first school was taught in a log shanty on what is now Elm street, in the rear of the Grand hotel. The building was a seven by nine shed, covered with mud.

The post office was established here in 1877, and the first postmaster was H. A. W. Tabor. The office was kept in one corner of his grocery store, and the postmaster's time was divided between selling groceries and miners' supplies, and assorting out and delivering letters.*

August Riche came to this camp from Fairplay. He was a shoemaker by trade, but he never did anything but dig for carbonates. Riche's wealth consisted of a pick and shovel, and a faithful dog, of which the poor shoemaker was very fond. The dog and August were sure to show up once a week in search of something to eat. Although very hard up he had friends. He declared that he would keep on digging until he struck it, if it took until the end of his days. Riche's persistency was afterwards fully rewarded.

Tom Hook was another shoemaker, and he too came to this camp dead broke. He took out about one hundred and fifty thousand dollars in cash, and, being a prudent man, there is no danger of his starving.

One of the luckiest men that ever came to this camp was Pete Finnerty. Pete, away back on his little mortgaged farm in Iowa, heard about Leadville and its carbonates, and pulled out. He was as poor as the farmer relatives he left behind, who believed that he was

*Riche and Hook were the prospectors whom Senator Tabor "grub staked"—the result being the discovery of the "Little Pittsburgh," with its eventful history.

not doing the wisest thing in leaving for the silver land. Pete bought a team of mules, and did hauling about the camp, but later he hired a man to pelt his mules while he worked in the mines. He associated himself with the Dillon boys in the search for carbonates, and often their larder was very scant, but their hope was always high. Together they worked on Fryer hill, and their work was finally rewarded in a strike in a mine they named the Little Chief. This was in the fall of 1878, and some time in November the boys had the very tempting offer for the property of three hundred and fifty thousand dollars. They accepted the offer, the money to be paid in thirty days, during which time the discoverers were to have the privilege of taking out and marketing ore from the Little Chief. There was an abundance of ore in sight, and the boys made pretty fair use of their time in digging out silver. Pete came out of the Little Chief with about two hundred thousand dollars. A few months before the sole possessions of this man was a span of mules and a wagon. After receiving his money, the first thing Finnerty thought of was his poor relatives trudging along on mortgaged farms back in Iowa—the good brothers against whose advice he came

to Colorado. He had bushels of money, and no brothers of his should want for it. The first intimation they had of the brother's good luck came in the shape of drafts on New York for sums of money payable to the order of each of them, which simply turned their heads with delight. The Finneertys were the talk of the neighborhood for miles about, and every one of them was looked upon as very princes, while all wondered how much money Pete had come into possession of, since the sums sent home as gifts from the great generous Irish heart were extravagant.

The stories which got out about the Iowa neighborhood regarding Pete Finnerty's wealth, were many and wild, some placing it at millions, while others declared that the generous fellow had given each of his brothers \$20,000. One thing was certain and susceptible of proof; from poor farmers they had been raised by the noble brother to affluence. Certain it is too that among the hundreds who came into possession of fortunes in this land of silver, not one was more deserving than Pete Finnerty. He was not only made happy himself, but all of his kin were made equally happy, and live to bless their great-hearted benefactor.

HENRY DUDLEY TEETOR.

THE SEA SERPENT: SOME OF HIS AUTHENTICATED APPEARANCES.

THERE may be no Sea Serpent, but for a mythical reptile, he has produced more discussion and derision, and been seen by a greater number of persons of "undoubted veracity," than any other thing located, or said to be located, upon the earth or in the waters under the earth.

From island missionaries and sea coast bishops, down to humble sailors and lone fisherman, we find a myriad of witnesses who solemnly depose that they have seen him with their eyes, heard him with their ears, and fled at times from his terrible menaces; and yet no man has ever killed or captured him, and no bone of his has been added to the great museums of the world.

One of two things must be true—the Sea Serpent bears a charmed life, or the old declaration that man is much given to lying was by no means a libel on humanity.

Naturally the toilers and travellers of the sea, from Jonah down, have told their stories of monsters of the deep, but about so many of these tales so "fishy" an odor prevails that they can best be passed by in silence. But when the Rev. Mr. Egede, a Greenland missionary, takes the stand and relates what his own eyes observed, he is worthy of some consideration. He tells us that on the 6th of July, 1734, in

the far northern seas, there appeared "a very large and frightful sea monster which raised itself so high out of the water, that its head reached above our maintop." It carried a long, sharp snout, spouted water like a whale, and had broad flappers. Its body was covered with scales, the skin was uneven and wrinkled, and the lower part was formed like a snake. "After some time the creature plunged backwards into the water, and then turned its tail up above the surface, a whole ship-length from the head." Pontoppidan, Bishop of Bergen, and a member of the Royal Academy of Sciences at Copenhagen, was made a convert to the Sea Serpent belief, only after mature investigation; but when once won over by the host of unimpeachable witnesses sure to be on hand, he took credence in the whole story, and assigned the marine monster its proper place in the reptile world. The general outline of the specimens seen by various persons was the same, although differing in detail. According to one, a parish priest, its head was like "a small cask in size"; its mouth which it repeatedly opened and shut, was furnished with formidable teeth; while its girth was that of a common-sized horse. Laurence de Ferry, the commander of Bergen, when he saw his serpent in 1746, was not content to go

before a suspicious world with a simple statement, but made oath to it in presence of a magistrate. The head of his snake, which was held more than two feet above the surface of the water, resembled that of a horse. "It was of a greyish color, and the mouth was quite black and very large. It had black eyes, and a long white mane that hung down from the neck to the surface of the water. Besides the head and neck, we saw seven or eight folds or coils of this snake, which were very thick, and, as far as we could guess, there was about a fathom distance between each fold."

From the many specimens described to him, the good bishop, Pontoppidan, concludes that the monster "does not, like the eel or land-snake, taper gradually to a point, but the body, which looks to be as big as two hogsheads, grows remarkable small at once, just where the tail begins. The eyes of this creature are very large, and of a blue color, and look like a couple of bright pewter plates." De Ferry's specimen, as will be noted above, was adorned with black eyes rather than blue.

Eleazer Crabtree, who resided upon Fox Island, in the Bay of Penobscot, and whose very name precludes the necessity of the accompanying declaration that he was a man of "unimpeachable veracity," was given a close view of the Serpent in 1778. He had been told that a sea monster frequented the shores near his abode, but doubted the story until he went down to the coast one day, and "saw a large animal in

the form of a snake, lying almost motionless in the water," about five hundred feet from where he stood. Its head was four feet above the surface; it appeared to be a hundred feet long, and was fully three feet in diameter. Mr. Crabtree seems to have been a favored person in visions of serpents, for he saw another specimen, sixty feet in length, near Mt. Desert, in June, 1793.

One Capt. Little, of the United States Navy, declares that in 1780, as he was lying in Broad Bay (Penobscot), "in a public armed ship," he discovered, at sunrise, "a large serpent coming down the bay, on the surface of the water." The cutter was instantly manned and armed, and the captain himself constituted one of her crew. When within one hundred feet of the serpent the marines were ordered to fire, but, as usual, "before they could make ready he plunged into the water. He was not less than forty-five to fifty feet long; the largest diameter of his body was supposed to be fifteen inches, and his head, nearly the size of that of a man, he carried four or five feet out of water." "A Mr. Joseph Kent," adds the captain, in proof of his statement, "saw a like animal at the same place in the year 1751, which was longer and larger than the main boom of his sloop of eighty-five tons."

Penobscot Bay seems to have been a favorite summer resort of his snake-ship, as in 1804 we find a letter from Alden Bradford, of Maine, to John Quincy Adams, then secretary of the

American Academy, in which were transmitted documents tending to show that he had been again seen in the bay. One of these was a letter from the Rev. Mr. Cummings, of Sullivan, Maine, under date of August, 1803, and another from the same person, dated a year later. Mr. Cummings solemnly declared that as himself, his wife, his daughter, and another lady were on their passage to Belfast, they saw a great serpent between Cape Rosoi and Long Island. "It was in the month of July; the sea was calm; there was very little wind." At first the narrator supposed it to be a large shoal of fish, with a seal at one end of it, but he "wondered that the seal should rise out of the water so much higher than usual." As he drew near he discovered the whole appearance to be one "animal" in the form of a serpent.

In June, 1815, he was seen off Plymouth, "Mr. Finney, a respectable old whaleman," deposing on oath that at first it showed a length of about thirty feet, but in turning, about a half a mile off, it displayed at least one hundred feet. It afterwards came nearer, when it stopped and lay motionless upon the surface for five minutes or more. "The appearance was like a string of buoys—thirty or forty of which, of about the size of a barrel, were exhibited." In August, 1817, the same monster, or one of his family, made several visits to Gloucester. He was viewed by the usual number of reliable witnesses, all of whom saw his peculiar rings or bunches, one gentle-

man estimating them to have been about a foot in height. Capt. Tappan, and two of his crew aboard the *Laura*, were allowed to sail within thirty feet of his head, and have left a minute description thereof. "It was formed like that of a serpent's; his tongue was thrust out, and appeared about two feet in length; this he raised several times over his head, and then let it fall again; it was of a light brown color, and the end of it resembled a harpoon. The eye was like that of an ox, and there appeared to be a small bunch over it, on each side of his head." He appeared to care very little for the near proximity of the vessel, and his motion was much more rapid than that of the whale.

Affidavits were made by a number of persons in 1818, of the appearance of the same visitors off Cape Ann. One Marshall Prince, in 1819, also saw him off Nahant. "His head," deposed this witness, "appeared about three feet out of the water. I counted thirteen bunches on his back—my family thought there were fifteen. He crossed three times at a moderate rate across the bay, but so fleet as to occasion a foam in the water. My family and self, who were in a carriage, judged that he was from fifty and not more than sixty feet in length. As he swam up the bay, we and the other spectators moved on, and kept nearly abreast of him. I had seven distinct views of him from the long beach, and at some of them the animal was not more than one hundred yards distant. On passing the second

beach, we were again gratified beyond even what we saw in the other bay, which, I concluded, he had left in consequence of the number of boats in the offing, in pursuit of him."

From 1817 to 1822, we are given glimpses of a wonderful monster that haunted the northwestern shores of Europe, and that was generally seen in the Norwegian fjords, and seldom in the open sea. One witness, a workman declared that "the front of the head was rather pointed; the eyes were sharp, and glistened like those of a cat; from the back of the head a mane like that of a horse commenced, which waved backwards and forwards in the water. The color of the 'animal' was a blackish brown." A fisherman to whom it appeared declared that "the eyes were very large, round and sparkling." They were some five inches in diameter, and a bright red. Three or four others made similar depositions the same season, and there was a great similarity in their descriptions.

In the summer of 1831, the Serpent was again noted on the American coast, off Portsmouth, New Hampshire. A half-convinced editor of that year, declares that he "must believe that our coast is occasionally visited by some strange creature—but the rapidity of its motions may for a long time elude every attempt to ascertain exactly what it is." That was over a half of a century ago, and watchful mariners and ambitious showmen are still keeping up the search. A glimpse only, was caught of him off Nashant in 1822—seventy

feet long this time, with his head eight feet out of the water. A season of rest to the reptile and the confiding public followed, broken for a moment by a brief engagement in the harbor of Halifax in 1825; and by a more extended appearance in 1826. The Capt. Holdrege who was the chief witness on this occasion, was of course, vouched for as "eminently truthful," and stood ready, with several other respectable gentlemen, to back his statement up by an oath, if called for. He was in command of the good ship, *Silas Richards*, on June 7, 1826, in latitude 41° and longitude 67°, and it was seven o'clock in the evening. The surface of the water was unruffled, and the captain was standing by the starboard bow gazing upon it, when suddenly there was a violent motion of the peaceful deep. "Immediately an object," to use the narrator's own language, "presented itself, with its head above the water about four feet, which position it retained for nearly a minute, when he returned it to the surface, and kept approaching abreast of the vessel at a distance of about fifty yards. I immediately called to the passengers on deck, several of whom observed it for the space of eight minutes, as it glided along slowly and undauntedly, past the ship at the rate of about three miles an hour. Its color was a dark, dingy brown, with protuberances; its visible length appeared about sixty feet, and its circumference about ten feet. From former accounts which have been given of such a monster," adds the captain,

"and which have never been credited, this exactly corresponds, and I have no doubt but it is one of those species called Sea Serpent."

The year 1827 was marked by the introduction of a whole school of Sea Serpents, if we may rely upon the journal of a supercargo of a vessel returned from the East Indies. He declared that on the voyage out, when in latitude 40, south, longitude about 20, east, the vessel was surrounded for several hours "by a number of sea monsters, of a description which neither the captain, who had been to sea for twenty years, and seven or eight voyages to India, nor any one on board was acquainted with or had ever seen." They were surely some species of serpents, as all agreed; carrying their heads out of water, with bodies of an irregular shape, covered with barnacles, and with tails forked like that of a fish and very large. The supercargo was sure they were veritable Sea Serpents. "There were eight or ten of them, and they continued around us from noon, when they were first seen, until dark."

Three Maine fishermen were busy off shore in the summer of 1830, when the far-famed Serpent paid them an unexpected visit. He was so near the boat that two of the men excused themselves and went below. The third, a Mr. Gooch, "whose statements" as a matter of course, "can be relied on," remained on deck and returned the inquiring gaze which the reptile bestowed upon himself and the boat. He was only six feet distant, with his head

four feet above the water, and if Mr. Gooch had possessed a pocket camera or a harpoon he might have obtained evidence even stronger than his own reliable word. He looked at Mr. Gooch, and Mr. Gooch looked at him, for several minutes, when the Serpent seemed satisfied with his scrutiny, and followed the example of Mr. Gooch's companions by also going below. The year following, many persons standing on a wharf at Boothbay, Maine, were treated to a sight of the monster, this time two hundred feet long, with the head of a snake, brown on the back, and yellow and brown on the belly, and as thick as a hogshead.

There was an unusual crop of coast-wise visitors in 1833, or a very general advance in the inventive faculty of America. Four were seen off Nahant by the passengers aboard the steamer *Connecticut*, which arrived at its destination late on July 6th, and gave as a very reasonable excuse that it had been chasing a shoal of Sea Serpents. All aboard agreed that there were three, while many insisted that that there were four. "All the passengers saw these monsters of the deep, *with their own eyes*, distinctly and clearly," declares the authority from which the account is obtained. One of them was declared to be one hundred feet long, and others about ninety. "One threw his body out of water about fifty feet, in a spiral, undulatory motion, which formed at times upon a calm sea a beautiful dark arch. The Serpents seemed to enjoy the sport, and played around the boat

for some time." "The engine of the boat was stopped," declares one of the passengers, "and for three quarters of an hour we had a cool and deliberate view of these monsters. Such ill-looking objects I never beheld."

The *Connecticut* managers were thoroughly Yankee, and intended to make all they could out of this free exhibition of natural curiosities. On July 9th she steamed away from Boston with a hundred excursionists aboard, who hoped to gain a close view of "his serpentine majesty." They were not disappointed. When the steamer was half way between Nahant and the Graves, the Serpent was seen approaching. Several gentlemen embarked in a small boat, with the purpose of running it down, but unfortunately an error of rowing frustrated their purpose. It "came within an oar's length of the boat, and without appearing at all alarmed or uneasy, took a slight curve toward the steamboat, passed under her stern within fifty or sixty feet, and then disappeared." A statement of these incidents was prepared and signed by all the men who were in the boat.

In May of this same year, a party of five English officers, left Halifax for Mahone Bay, in a small yacht, bound on a fishing excursion. While crossing Margaret's Bay they were startled by the cry of the lookout, and on glancing in the direction he pointed, were surprised to see an object with the head and neck of a snake, swimming swiftly by them. They were of course, "all

taken aback at the sight, and with staring eyes, and speechless wonder, stood gazing at it for full half a minute; there could be no mistake, no delusion; and we were all perfectly satisfied that we had been favored with a view of the true and veritable Sea Serpent, which had been generally considered to have existed only in the brain of some Yankee skipper, and treated as a tale not much entitled to belief."

After this summer of excitement the Serpent was quiet for a time, and this brief outline of his starring tours during the early half of the present century, may be closed with two appearances. In 1845, as a party of four veracious men were out fishing to the west of the Norwegian coast, they espied "a long marine animal," which moved slowly toward them with the aid of two great fins. That part of the body which was visible appeared to be forty or fifty feet in length, while from the movement of the water, they were certain that as much more was still out of sight. When it came near enough one of the men fired at it, and was sure he struck it. After the shot it dived, but came up almost immediately. "He raised his head in the air like a snake preparing to dart on his prey. After he had turned and got his body in a straight line, which he appeared to do with great difficulty, he darted like an arrow against the boat." As the four had gone after fish and not Sea Serpents, they concluded to go home, and pulled lustily for the shore; the snake a close second. They reached the shore first,

and when the reptile found he was getting into shallow water he turned, and with a dive disappeared.

In 1848, as the ship *Daedulus* was on her way home from the East Indies, on August 6th, something of an unusual nature was seen approaching. The captain of the vessel, Peter McQuhae, in a detailed statement, published in the London *Times* on October 13th, declared that it was "an enormous serpent, with head and shoulders kept about four feet constantly above the surface

of the sea," and in length, not less than sixty feet. "It passed rapidly, but so close under our lee quarter, that had it been a man of my acquaintance, I should have easily recognized his features with the naked eye." It had the usual snake head, was dark brown, with yellowish white about the throat, had no fins, but carried "something like the mane of a horse, or rather a bunch of sea-weed, washed about its back."

SEELYE A. WILLSON.

THE LOG BOOK.

VI.

THE ARK AND ITS FOUNDERS.—WILLIAM AND LEONARD CASE.

To enable Mr. Case to make some improvements, to meet the numerous calls of meritorious charity and to help, it may have been, personal friends in private enterprises, he temporarily encumbered his vast estate by four comparatively small mortgages, made to the Society of Savings of Cleveland, in the aggregate sum of about \$200,000, which possibly might become a lien on the property deeded in trust for the Case School of Applied Science. To prevent the possible contingency of any encumbrance on that property, with studied care, the following paper was executed by him, to wit:

"Know all men by these presents: that I, Leonard Case, of the City of Cleveland, in the State of Ohio, did, on the 24th day of February, 1877, by

deeds duly executed by me, convey to Henry G. Abbey, in fee simple, and upon certain trusts therein expressed, five separate parcels of real estate, situated in said City of Cleveland, and which are more fully and accurately described in said deeds; and

"Whereas, at the time said conveyance was made, parts of said property were encumbered by four several mortgage deeds made by me to the Society of Savings, in the city of Cleveland, for the security of certain debts due to said Society from me, in the aggregate of about \$200,000, which debts still remain wholly unpaid, and the lien of said mortgages on said property so encumbered, in no way lessened or impaired, and said liens may continue to exist after my death, and said debts, in

whole or in part, still continue to operate as an encumbrance upon said property;

" Now, therefore, for the purpose of removing any doubt that may possibly arise, and clearly defining the third trust in said deed of February 24, 1877, and of this instrument, I do hereby declare that it was, and is now, my intention and purpose, in the execution of said trust deed, and of this instrument, to authorize and require the said H. G. Abbey, his heirs and assignees, in the execution and performance of said third trust, subject to the limitations and conditions of said deed expressed, to convey to the educational corporation therein described, the said lands and tenements, free, clear, and divested of any lien or encumbrance whatever on account of said mortgage or otherwise, and that all such liens and encumbrances as might then rest upon said property, should be a charge upon and be paid from my general estate. And for the purpose of carrying into full effect my said purposes and intentions, I do hereby charge upon my estate, real and personal, other than that conveyed to said Abbey by said deed of trust, the full amount of any encumbrances resting upon said property at my death, and in exoneration of said property so conveyed to said Abbey in trust.

" And I do hereby give, grant and convey to the said H. G. Abbey, his heirs and assignees the full benefit of the charge so as above made, and do fully authorize and empower him and

them to enforce the same as against my heirs and personal representatives, and every person claiming any part of my estate through or under me, so that the property conveyed to the said Abbey in trust, shall be fully relieved and exonerated from such encumbrance.

" And I, the said Leonard Case, for myself and my heirs and my personal representatives do hereby covenant with the said H. G. Abbey, his heirs and assignees, that at and before the time shall arrive for making the conveyance of the said property described in said trust deed, to the educational corporation therein described, the same shall be relieved and discharged from all encumbrances therein created by me, so that he and they shall be enabled to vest the title to the same in said corporation, free and clear of all encumbrances whatever.

" In witness whereof, I hereunto set my hand and seal, at Cleveland, the 16th day of October, A. D. 1879.

Sealed. LEONARD CASE.

" Signed and delivered in the presence of David Comyn and John R. Ranney.

State of Ohio, } s.s.
Cuyahoga County, }

CLEVELAND, Ohio, October 16, 1879.

" Before me, a Notary Public in and for said county, personally appeared the above named Leonard Case, who acknowledged that he did sign and seal the foregoing instrument, and that the same is his free act and deed.

" In testimony whereof, I have here-

unto set my hand and seal, at Cleveland, the day and year above written.

"JOHN R. RANNEY,
"Notary Public."

These two instruments, undoubtedly blocked out by himself (Mr. Case was a well read lawyer), laying the foundation and amply endowing one of the finest institutions in America, are models of their kind, and, if they lacked perfection to accomplish his great object when they left his hands, they did not after being carefully reviewed by his personal friend and confidential advisor Judge Rufus P. Ranney.

Ever thoughtful of the comfort and convenience of his brother's and his own personal friends of the "Old Ark," some time before his death he executed a paper deeding the free use of rooms Nos. 19 and 20 and all their contents in the southeast corner, second story, of Case Hall to the following members and to the last surviving of them, upon his death the property to revert to the Case Library, to wit: Charles S. Rhodes, Stoughton Bliss, O. S. Griswold, Levi T. Scofield, D. W. Cross, Rodney Gale,* H. M. Chapin,* Jabez W. Fitch,* E. A. Scoville, Henry G. Abbey,* William Sholl,* Bushnell White,* J. J. Tracy, B. A. Stanard, and John Coon.

As evidence of the locked up designs of Mr. Case's future action, the following is quoted from the *Cleveland Leader*, published a few days subsequent to his death:

* Died since,

"The impression was received and rapidly gained ground that it was Mr. Case's intention to donate the Case building on Superior street to the city for city-hall purposes. Not only did many officials believe that this would occur, but the public generally, from a long knowledge of Mr. Case's generosity, were of the opinion that at some future date the massive structure so appropriate and well fitted for its present use† would be bequeathed to the municipality. The fact that Mr. Case did not carry out this plan suggested by a portion of the public is simply another proof that his purposes were ever unfathomable, and in this case it is again demonstrated that his views of generosity and public advancement were of a larger scope and broader than even the donation of the city hall to the city would have indicated. When the existence of the deed became known publicly yesterday, the city hall seemed to be considered, with one accord, a headquarters for complete information, and many people called upon the different officials for particulars. During the afternoon a *Leader* reporter conversed with several councilmen and other officials, and in every instance they spoke of the proposed university as undoubtedly one of the most durable and beneficial monuments of man's interest and love for his fellow-men ever erected in this country. It was generally spoken of as being to Cleveland what Cooper Institute is to New York City; an institution that will be

† Leased for city-hall purposes.

pointed to with pride not only at home but in other portions of the country."

Continuing his report to the *Leader*, the reporter said: "Now that Mr. Case, whose magnificent gift was yesterday the one subject of conversation throughout the city, has been laid away forever from the sight of men, and nothing of him remains except his memory and the good deeds he has done, it is proper to enter more fully into the life that was so hidden from public sight; and those who know him best are now willing to furnish such information concerning him as will enable the public to judge of the manner of man that he was. Last evening the reporter called on a number of gentlemen prominently interested in the charitable institutions of the city.

"Mr. T. P. Handy made the following statement: 'Mr. Case took a lively interest in the Children's Aid Society, or, as it is now called, the Industrial School. Mr. Simeon Jennings presented us with our present building on Detroit street, together with twenty acres of land. Mr. Case added to it thirty acres. Mr. Case's gift was a magnificent one for which we are truly grateful.'

"Mr. George H. Ely was called upon for a statement of Mr. Case's donations to the City Hospital Association and gave the following points: 'Five or six years ago, Mr. Case donated to the Association seven or eight acres of land lying between the Lake Shore Railway tracks and the lake shore, just west of Willson avenue, as

a site for a hospital building. The only condition accompanying the gift was that a building should be erected within ten years from the date of the deed. When the association subsequently leased the old Marine Hospital of the United States Government, the idea of building a new hospital was dropped, and Mr. Case magnanimously removed the condition originally imposed. This was a handsome donation for us to receive, and we hope to realize a neat sum of money by selling it some day. Mr. Case also contributed money in a general way towards supporting the hospital.'

"Mr. Joseph Perkins, president of the board of trustees of the Protestant Orphan Asylum, made some interesting statements concerning Mr. Case's magnificent donations of real estate to the Retreat, and the Protestant Orphan Asylum, as follows: 'Mr. Case gave to the Woman's Christian Association in 1872, a tract of land fronting 150 feet on St. Clair street and running back 400 feet. This land is probably worth \$150,000 at the present time. In 1874, I went to him and asked him, in the name of the Orphan Asylum trustees, for a piece of land immediately in the rear of the Retreat, fronting 300 feet on Kirtland street and running east 320 feet. My request was no sooner made than granted, and we were soon in possession of the deed to the land. Some time later, I asked him for an additional piece of land facing St. Clair street, 170 feet, and running back 400 feet and

joining our first gift at right angles. This was granted as willingly as before. When we came to build the asylum we found we were a little crowded for room and again went to Mr. Case asking for 30 feet on St. Clair street, and running back 700 feet. We were again given all we asked for. The gift of land to the Retreat and the asylum form a rectangle facing on St. Clair street 350 feet, and running back on Kirtland street 700 feet. This piece of land is probably worth \$35,000 to-day.' The numerous solicitations Mr. Case received daily and yearly, the careful investigation they underwent, and the large sum, in the aggregate, unostentatiously given by him to these and to meritorious, worthy and unsolicited charities will never be known on earth."

At the risk of some repetition in putting on record so much of the history of the Ark and its two generous founders and promoters as can now be gathered, liberal quotation will be made from the "Sketch of a Club that has existed for more than half a century without Constitution, Officers or By-Laws. Held together by a common love of Science and Field Sports. One of the most 'Ancient and Honorable' Institutions of the City," by Mr. George Hoyt, the able and versatile editor of the Cleveland *Sunday Voice*, published in the number of May 17, 1885:

"From the descriptions of an old member we have been able to vividly imagine those early scenes of study, work and play. Mr. Case and his com-

panions would meet in the front office. Its accessories were a dozen chairs, a large round table, a big open fire-place, with its andirons and shovels and tongs, a few pictures illustrative of shooting and fishing, a homely mantel-piece, on which stood a couple of second-hand bottles, doing duty as candle-sticks. The drawers of the big table were filled with tools for taxidermy and the skinning and preserving of game, together with such implements as were necessary in the cleaning and repairing of guns. In the course of time everybody who loved out-door sports fell into the habit of looking to Mr. Case's office for any information in the line of his taste; and finally—suggested, perhaps by its array of stuffed birds and animals and accumulation of nearly everthing else—Stoughton Bliss christened the place The Ark.

"The gentlemen we have named were especially attracted to The Ark evenings. In summer the members began to come in right after tea. The first thing on the programme was an exhibition of feats of strength and agility on the pleasant grounds outside, in front. William and Leonard were adepts in these, and always took part. When it was time to light the candles there were birds to mount and guns to fix; and then for whist and chess. On a side table, usually littered with books and papers on natural history, a little space was usually made for the chess-board. Those not otherwise engaged would while the time away in conversation and discussion.

"In 1858 William Case employed Julius Gollman, a German artist, to paint a portrait group of the original Arkites, in their characteristic attitudes as they stood or lounged about the room. This picture is now preserved in the present quarters of the Ark in Case Hall. The portraits are of the men whose names are given in the above list of first members. A photograph of the painting may be seen in the museum of the Western Reserve Historical Society. Gollman returned to Cleveland a few years ago and opened a temporary studio. He was a painter of repute, especially in portraiture. At the time Mr. Case engaged him he happened to be in town executing some commissions. Mr. Gollman endeavored to make The Ark picture a piece of actual realism, and his success was pronounced perfect.

"Whenever William Case found that the museum lacked the desired specimen, he made the fact known and an effort was promptly made to supply the want. In this respect Captain Ben Stanard was his ablest lieutenant. He was the genius of the department of construction, mounting, collection and mending. On one occasion he made a pair of skates, out and out, for Leonard Case, who took great pride in them.

"Capt. Ben commanded the *Ramsey Cook*, which sailed the waters of Lake Superior before the canal. In that vessel he explored both sides of the Lake in the interest of the American Fur Company, and for the gratification of his love of nature. Afterwards he

sailed the lower lakes. Later he was appointed Inspector of Hulls, and still holds that position.

"When the building of the Custom House began The Ark was moved to the lot where the Case building now stands. Afterwards and finally it was set down in the northeast corner of the City Hall lot. When it was demolished the oak of which the house was built was made into tables and other fixtures of the new (and present) quarters in the southeast corner of City Hall, second story.

"An anecdote or two are not inappropriate—we wish we had more material of the kind: One evening in the late fall, William Case wanted to use the round tables in the Ark for some scientific purpose, but found White and Bond absorbed in a game of chess at the side, and Scovill, Bliss, Leonard Case and Cross at the centre-table, oblivious to everything but a game of whist. With his usual suavity and politeness, William requested the players to yield the tables to himself and Captain Ben for a few minutes. No one moved. The request was repeated; not a move. Case looked at them sharply for a moment; then, turning toward the door, said, with a slightly sarcastic emphasis, 'Good evening, gentlemen. I will wait until you get through.' He had not been gone long before all began to smell smoke, and soon the room was suffocatingly filled with it, in spite of various attempts at a remedy. Just then William Case's twinkling eyes were seen at the window,

succeeded by the sound of his retreating footsteps as the crowd made for him. Captain Ben hastily climbed to the roof, removed a board from the top of the chimney, The Ark was aired, and the games went on.

"William Case's tenacity of purpose in the pursuit of his favorite science was proverbial. Once, with a companion, late in April, he was gunning up the river in search of specimens, when he suddenly espied a phalarope—a rare wader. He at once began to stealthily approach the bird, when suddenly it flew across the river and into the woods. Nothing daunted, Mr. Case adopted this desperate plan: Looking around till he found a log upon which to rest his gun, he stripped, swam the river,—pushing the log before him—and disappeared in the forest. After a while the report of the gun was heard, and soon the gunner reappeared, bird in hand, swam back to his friend, donned his clothes, and went on with the hunt as though nothing had happened.

"William Case's best dog was named Old Guide. It was wonderfully trained in all field work. One pleasant day in the spring, following the smoke-out, the Arkites were lounging about the front of the house, when Leonard Case suddenly espied William's wallet protruding slightly from his trousers pocket.

It was quietly abstracted and passed from hand to hand to the rear of the group, and hidden under some litter of the room. Then Leonard happened to want a little money for marketing, but was broke. Several offered to lend him, but William told them to put up their money, and placing his hand on his pocket, said: 'Here' the loss was discovered. Suspecting a joke, he began to search the innocents, but without result. Then espying Old Guide he made him understand by signs that something was missing, and, after holding his nose to the pocket, and ordering him to search, the dog immediately went to work, ran down the pocket-book and returned it to its owner."

Both William and Leonard Case left a busy, thoughtful, active life in the prime of their manhood and good works; both were models of honor and true life; choosing innocent and manly sports in the field and at home, in the place of useless idleness—that unhealthy road leading to unnumbered follies; leaving characters and deeds worthy of emulation by youth and age and which will prove lasting monuments to them in the hearts of their fellow-citizens and to the world, as enduring as the foundations in science and learning they have so thoughtfully and generously laid.

D. W. CROSS.

(Concluded.)

THE CHAMBERLIN OBSERVATORY, DENVER.

The name of Chamberlin is not only to be associated with the church history of Denver and Colorado as one of the principal and princely givers to the construction of Trinity M.E. Church, but will also be indissolubly connected with its educational interests as the donor of the The Chamberlin Observatory. This building, of which we give a representation, will stand upon the highest point in University Park, in South Denver. Its revolving dome will be 5,400 feet above the sea-level—more than half as high as Pike's Peak—plainly to be seen about seventy miles to the south. This "coign of vantage" is a thousand feet nearer the stars than Mt. Hamilton, upon which stands Lick Observatory, California.

The telescope will be the largest between Washington City and San Francisco. Its object glass is twenty inches diameter, and the tube twenty-six feet in length. The dome weighs about twelve tons and will be made to revolve by rolling, as if it rested upon cannon balls. If the telescope be turned upon a star, the driving-clock will keep it upon a star all night long.

Alva Clark's Sons, of Cambridge, are making the object-glass and Fouth & Co., of Washington, the equatorial mounting. There will also be a library building in connection with it. Many instruments such as precision clocks,

chronometers, transits, &c., are also being constructed. The whole will cost about \$50,000.

The Denver *Journal of Commerce*, alluding to the public spirit and liberality of Mr. Chamberlin, and referring especially to this endowment in the interest of science, makes the following just comments and comparisons: "While enjoying to the full the money he has made in Denver—as no doubt he does—we are glad to know that Mr. Chamberlin finds it in his heart to distribute some of it while still in the prime of his manhood and in the vigor of his career. James Lick waited till his death to let the public have the benefit of the millions he had accumulated; then to charitable and scientific purposes he gave nearly two million dollars from a fortune which was the outcome of steady purpose in one direction, that of real estate. Girard was a financier of the highest order, but he hoarded his millions until he died, leaving his money mainly to found Girard College, hampered with a condition that showed his utter disregard of Christianity. These philanthropists (after death), the one from the distant West, the other from the far East, we allude to in order to contrast them with the type evolved by the civilization resting on the Crest of the Sierras, combining the benevolence of a Lick with a higher cast of humanity

than was exhibited by the infidel benefactor to the cause of knowledge. How much nobler the Chamberlin Observatory of the Denver University will shine on the scrolls of science in the ages to come, crowned with the aurora of a Christian's belief, than will the Girard Orphan Asylum, clouded by the shadow of infidelity and a dead man's dictum that prevents the entrance of the highest type of humanity—the Christian Minister—inside its gates. A recent writer has said that 'it is highly probable that there will come an age when a large accumulation of wealth will not

be desired; bringing, as it will, simply multiplied cares without any more privileges than the people of moderate fortune enjoy. To reach that condition, however, it is necessary to pass through a period when the desire to get rich will rather induce men to carry out enterprises that will benefit the public fully as much as themselves.' It may be that Mr. H. B. Chamberlin is one of the pioneers of this higher culture, and Denver (and Colorado also) may well be proud that he is one of its most honored citizens."

A CHAPTER OF DENVER'S HISTORY.

H. B. CHAMBERLIN'S VISIT IN SEARCH OF HEALTH AND WHAT CAME OF IT.

IF "houses, cities, laws, literatures, and civilizations are biographies of life-long struggles, anxieties, groans, tears and rejoicings" then the history of Denver is the biography of a generation of men who have experienced the vicissitudes of life to a greater extent than perhaps any like number of people in the same length of time. The building of this city represents, first, those who came in search of gold and silver, embracing both the successful and the unsuccessful; those who sought and found wealth and remained to build homes under the shadow of the mountains whose treasures enriched them; and those who found only graves upon the plains, or in the gulches which re-

sounded to the wearisome pick and footfall, as their quest for gold proved more and more unavailing. If Denver therefore is a silver shield whose pictorial language heralds many brilliant victories in her struggles for civic renown—that shield also casts a shadow, a sum of human wretchedness and misfortune which only darkness itself can symbolize.

Its annals include another class who came in search of health, to live in and to breathe that which poets speak of as "the silvery clearness and translucency of the mountain air of Colorado." But of some of those who came *too late* for the healing that is upon the wings of this free-born wanderer, mortuary lines have been written

with "groans and tears." Riverside Cemetery has its biography as well as Denver. But the history of such as came before it was too late to drink in this medicinal air and live; who regained health and acquired wealth; whose enkindled energies found pleasurable expression in building and beautifying and rendering Denver a city of homes—perhaps is the most brightly glittering tincture upon her escutcheon.

A chapter of Denver's biography is the life of Humphrey Barker Chamberlin, Esq., who was born in Manchester, England, February 7, 1847. His motives for coming and finally removing his family here is an illustration of the class who came, broken in health, a physical wreck, and, in consequence, ruined in estate. Whatever Mr. Chamberlin is to-day in the enjoyment of health, fortune and a name honored wherever religion, science and commerce are honored—he owes to the climate of Colorado, and to the precept "keep thy heart with all diligence, for out of it are the issues of life." All this within a decade of Denver's history, for Mr. Chamberlin arrived here in February, 1880, "with no prospects of a protracted life."

Religion points to Trinity Methodist Episcopal Church, and then to Mr. Chamberlin who gave as one to whom much had been given, but for whose generosity, Christian philanthropy, and public spirit that noble structure, "a poem in architecture whose spire is grace itself," would not perhaps then and there have been built. How many

precious stones—ruby and chalcedony, amethyst and sapphire—his hand laid in her shining walls!

His subscription of \$25,000 to the Young Men's Christian Association, of which he is President, insures the erection of a \$200,000 building to furnish the objects of that most excellent organization. Regarding knowledge as

"The wing wherewith we fly to Heaven," he has given to science "The Chamberlin Observatory."

Out of his continually growing business has recently been organized "The Chamberlin Investment Company," No. 1033 Sixteenth street, Denver, officered with himself as president, Alfred W. Chamberlin, Esq., vice-president; Frederick J. Chamberlin, Esq., as treasurer (both his brothers), and F. B. Gibson, Esq., secretary. It has a paid up capital of \$1,000,000, and is the foremost commercial institution west of the Missouri river.

Recognizing Mr. Chamberlin's representative character in this regard, in addition to personal qualifications, the business community recently elected him president of the Denver Chamber of Commerce and Board of Trade. In remembrance of all these blessings and honors he may well repeat, as he often does, the motto of Colorado—*Nil sine numine*—nothing without God.

His parents, Robert and Eliza (Barker) Chamberlin came from England to New York in 1852 where they lived three years, then removed to Oswego, N. Y. In both cities he was placed in schools. He also attended the State

Normal School. When fifteen years of age he entered the office of the New York, Albany and Buffalo Telegraph Company, which afterwards became the Western Union. In 1863 he entered the Military Telegraph service in which he remained until one year after the close of the war. He served at the headquarters of Generals Schofield, Howard, Palmer and Terry. He accepted employment in the drug store of James Bickford & Co., of Oswego, New York, and a partnership the year following ; removed next to Fulton, then to Syracuse in the same state, remaining continuously in the drug business until 1876, when he was chosen general secretary of the Young Men's Christian Association of Brooklyn, New York.

He gave this energetic attention until 1879 when his health failed, the result of overwork, manifesting itself in nervous prostration and insomnia. Before coming to Denver he stopped some time at Clifton Springs. He spent the year 1880 in the mountains of Colorado hunting and fishing. Returning health induced him to accept the presidency of the "Tuggy Boot and Shoe Company" in 1881, which was engaged in the manufacture of heavy goods for miner's use. In the spring of 1882, he formed a partnership with his brother-in-law, Mr. D. C. Packard, now president of the Board of Supervisors, and went into the real estate business. This step was the result of his experience as a seeker of health, upon which his anticipations

of success were wisely founded. He believed thereafter in the great future of Denver. Its climate and its peculiar position—isolation from rival cities—induced him to engage in and give all his attention to the subject of providing homes for the thousands he believed would come when the advantages became fully known to the people of the east in both hemispheres. In this confident belief he was not alone, but in its constant exercise he was not surpassed by anyone. That which made him think, seven years ago, that Denver would have its present population, makes him now prophecy that within twenty-one years from this time the population of Denver will be 500,000. The operations of H. B. Chamberlin & Brothers are epitomized in the following extract from the *Denver Journal of Commerce*:

"Mr. Chámerlin makes a specialty of Capitol Hill property, the choice residence portion of the city. In May, 1882, he platted and placed on the market Central Capitol Hill Addition, which had at once a phenomenal sale. Later in the same year, in connection with Philadelphia and Denver parties, he laid out the South Capitol Hill Subdivision, and purchased the Brown, Smith and Porter Addition. The past four years a large share of his time and energy has been devoted to improving these popular and thriving additions. Mr. Chamberlin is the representative of Messrs. Thomas Emery's Sons, of Cincinnati, who have vast real estate interests in Denver, and has

lately placed on the market for them Emery's Capitol Hill Addition of nearly four hundred lots, and Emery's North Denver Addition of two hundred lots. He is the owner of the beautiful suburb known as University Terrace, adjoining University Park, the new town site of Denver University. It is splendidly situated about three miles south of the city limits, well above the city smoke and dust, and commands a fine view of the whole noble stretch of the Rockies.

"A specialty with Mr. Chamberlin is his real estate first mortgage loans on inside and improved outside properties. The money is loaned on mortgage, evidenced by principal note and interest coupons, which, as with the trust deed, are drawn direct in the name of the lenders. Much money is being invested in this way at eight and ten per cent. for Eastern parties, and from the care taken and the absolute reliability of Mr. Chamberlin, a loss is not remotely possible. Mr. Chamberlin is an authority on all matters respecting real estate in Denver. He is the originator and promoter of many enterprises of the greatest importance in the progress of the State; among others, Glen Park, the Colorado Chautauqua."

But Mr. Chamberlin's transactions are not confined to Denver. He is one of the largest real-estate operators in Pueblo; is interested in extensive properties at Fort Worth, Texas; is the owner of several thousand acres near Corpus Christi and Aransas Pass, Texas; and is one of the English syndicate

with large investments at San Antonio.

Mr. Chamberlin is also president of the International Young Men's Christian Association. His recent election to this position elicited the following editorial comment from the *Rocky Mountain News*: "The international convention of the Young Men's Christian Association, now in session at Philadelphia, yesterday elected H. B. Chamberlin its president for the ensuing term. The association has secured a man of sterling worth, of superior business ability and exhaustless enterprise, who is in a rare sense liberal and public spirited. Denver is honored in the choice."

In 1871, Mr. Chamberlin married Miss Alice Packard, of Rome, N. Y. They have three children,—Miss Elsie D., who is attending college at Washington City; Robert M., aged eight, and Helen Chamberlin, about four years of age. Mrs Chamberlin's

—“Task is to be kind ;—

To render with her precepts, less
The sum of human wretchedness.”

Her time is divided between the cares and pleasures of her refined home, church and charitable work, and the Sabbath school in which she is a faithful and efficient teacher.

In 1887 Mr. Chamberlin built two residences upon Sherman avenue, in one of which he lives, the head of a Christian family whom prosperity has not made forgetful of his God. The other twin residence standing by the side of his own home, Mr. Chamberlin gave to Trinity M. E. Church—a dona-

tion as a parsonage, valued at \$20,000, which is now occupied by the Rev. Henry A. Buchtell, D. D., pastor of Trinity.

Mr. Chamberlin's residence, as seen in the engraving, is the type of many another in Denver which the enterprise, the business intrepidity, indeed, of Mr. Chamberlin has brought within the reach and enjoyment of others. No one man has done more to give Denver its reputation as a city of beautiful residences than this "health seeker of 1880," who is now at the head of the real estate business of Colorado; a rich man, and withal a Christian gentleman, whose benefactions have kept pace with the phenomenal prosperity, while nothing but the lustre of honor is reflected from his fine old English surname. Manchester, England, and Denver, Colorado, the birthplace and the home, respectively, of Mr. Chamberlin, are two cities as dissimilar in history as they are

widely separated. Chamberlin at forty years of age in Manchester would not be the Chamberlin of Denver of to-day. This, being true, is a commentary upon the character of the two cities—the laws of both nations and the difference between republican America and aristocratic England, not to speak of climate. That is to say it is not possible to embark, for instance, in real estate transactions in old England, with its laws of primogeniture, such as have evoked the splendid energy and called into exercise the business qualities of Mr. Chamberlin in America. The thought is the glory of our institutions as reflected in the career of this English born subject, now an honored American citizen, whose estates may not be baronial, but nevertheless are lordly, because they came as the reward of that diligence in business which, Soloman says, shall make a man stand before kings.

HENRY DUDLEY TEETOR.

THE INSURRECTION AND CONQUEST OF THE TUSKERORAS,

1711—12.*

No narrative of ancient and prehistoric times in the English settlements of America is complete, which does not record, with earnest gratitude, the deep fraternal regard which marked the intercourse of the English with each other north and south of the James, prior to the introduction of African slavery,

and its prodigious development in their political and domestic relations.

The name "Virginia" was in fact, formerly applied to the whole country on the Atlantic seaboard, between the St. Lawrence and the St. Johns in Florida.

After a while that part of Virginia which borders on Massachusetts Bay, came to be called New England, while Southern Virginia or Carolina, included

*Read before the Oneida Historical Society, December 18, 1888.

all the country now known as North Carolina, South Carolina and Georgia. To the ancient Arabic geographers, and in the *Landnama Book* of Iceland, this same region had, for centuries before Columbus, been well known as *Hvitramanna-land*, or *White man's land* and *Ireland-El-Mikla* or *Ireland the greater*.

United by a common origin and language and common dangers, surrounded by the same implacable foe, and, notwithstanding some remaining differences of Puritan and Cavalier, inheriting on the whole, the same political traditions and religious tendencies, the situation necessarily developed from the Penobscot to the Savannah, a striking similarity of interests, opinions and institutions.

Their mode of living and appearance, their laws, manners and general style, were a wonderful bond of union and sympathy. Nor did there fail to arise between these wanderers from the merry homes of England other and gentler sympathies, the last and sweetest fruits of social intimacies sanctioned by religion and law, which awaken, in the midst of deserts, the domestic affections, produce kindred blood, and, evolving society from chaos, re-establish and renew the transient affinities of casual intercourse and link together whole generations in an endless and unbroken chain.

Hand in hand, and heart with heart, the English-American colonists, forgetting the disputes and mutual persecutions which drove them across the deep, stood together against the mother

country in the gloom of the Proprietary and Revolutionary periods, and shoulder to shoulder,

Distinct as the billows,
And yet one as the sea !

they stood respectively on either side the seething caldron of our sectional disputes, until by the mighty arbitration of battle, they have been forever adjusted, and the ripe fruit of homogeneity in American institutional and national development has been evolved and is forever secured. Who says that patriotism is a pacific virtue? Nay, do we not know that all beneficial political changes and reforms in society and the state, are introduced and made possible only by war? The tree of patriotism is indeed itself baptized and nourished by blood, and never do its roots spread so widely or clasp the soil so stubbornly as when its green and tufted crests are swept by adverse winds! Our country may be torn and lacerated, the sudden tempest may break off its topmost boughs and drive them in mad contending circles through the air, but, holding fast by the central root, in every storm it quivers with exulting life, forever shrieking a song of triumph and thrilling a far-heard music as it wrestles in the freedom of our gales.

I am here to-night to tell you how, on various occasions in the history of the Carolinas and Georgia, the characteristics to which I have referred as peculiar to the English race, inspired them there with the ambition for the great deeds which continually happened

on the Hudson and the St. Lawrence, and to show that the settlers on the Ashley and the Pedee, were not unworthy of being the countrymen of the heroes of Louisburg and the Plains of Abraham !

Among the events which are hence worthy of being better known to you and remembered, are the two expeditions sent by the colony of South Carolina under Colonels Barnwell and Moore to New Berne, North Carolina in 1711—12, to quell an insurrection of the Tuskeroras in that province, nearly a hundred years before their migration to New York.

These two expeditions are either ignored in the histories of the period or confounded, although they relate to the most tragical and calamitous incident of the Proprietary period of American history.

Up to the date of the insurrection of the 22d of September, 1711, the most amicable relations had existed in North Carolina between the whites and the Indians. For more than half a century they had lived together on the most friendly terms. If, occasionally, this *entente cordiale* was interrupted, it was by cases of individual variance only, and these were always satisfactorily adjusted by the law, which was equitably and fairly administered.

The testimony I have collected from local history, ascribes the tragical events I am about to relate and the insurrection of the Tuskeroras to the intrigues of Thomas Carey, formerly Governor of the colony, and to the Quakers of

Albemarle, under the lead of a man named Roach, assisted by John and Edmund Porter, Edward Moseley, Peter Tillett and Emanuel Low.* Carey had been Governor in 1706, under the appointment of Sir Nathaniel Johnston. The Proprietors having, however, disapproved of this choice, he was removed and William Glover selected in his stead. Carey refused to submit, and his struggle to retain power divided the colony into two factions who were frequently arrayed against each other. There were two Governors, two Presidents, two General Assemblies and two Councils. The Quakers of North Carolina were a different kind of persons from those who settled Pennsylvania; all the contemporary accounts agree in attributing the Massacre to the Quakers. They predominated in numbers and political influence, and under their inspiration and influence, Glover, the Governor, together with Pollok, the President of the Council, was forced to seek refuge in Virginia, and Carey's usurpation recognized. Carey, the usurping Governor, had been Collector for the Proprietors and had failed to account to them. John Porter had come to America originally as their agent, to call him to account. Carey treated the summons with contempt and demoralized the messenger.

In August, 1710, Edward Hyde, who accompanied Glover in his flight to Virginia, returned as Governor, and in March of the following year, summoned an Assembly. Carey attempted to obtain

*Hawk's History of North Carolina.

control of the elections to that body but failed. Nothing daunted, he attempted to get the members elect to pass an act declaring all such of the inhabitants as adhered to Gov. Hyde, outlaws and out of their protection. The Assembly, however, not only refused to pass the act but adopted an order for Carey's arrest. Carey immediately collected his adherents, proclaimed himself President, entrenched his house and planted a battery commanding its approaches. Being furnished with a brig and a barcelonga by a leading Quaker, he immediately armed the former with six guns, and filling the boat with fusileers, brought the force to bear upon the house where Gov. Hyde and the Provincial Council were assembled. He even landed his men and attacked the Governor in his house but was repulsed. Gov. Spottswood, of Virginia, being informed of these disturbances, sent Clayton with a force of marines to Hyde's relief. The latter also ordered out the militia, and by their aid Carey's rebellion was quelled. Finally Carey himself was captured in the swamps of Pamlico, and sent a prisoner to England. This was on the 28th of July, 1711. Before his arrest and departure, however, preparations for the mischief we are to relate had been completed. It so chanced that the Provincial Assembly had adjourned without agreeing upon any plan or making any preparations for the public defence and Carey, full of revenge against the whites for their rejection of his overtures, despatched Porter to stir

up rebellion amongst the Indians, promising them great rewards for the murder of all who adhered to Hyde. Under their inspiration a vast conspiracy was organized, of which the warlike Tuskeroras were the leaders. Their plans for a simultaneous rising were laid with skill and secrecy. The Tuskeroras assumed the work of destruction on the plantations bordering on the Roanoke and the Pamlico. The Pamlico Indians were charged with the slaughter of the whites near them. The Cotechneys and the Cores were to do the work at New Berne and on the Neuse and Trent rivers. The Marasmuskeets and Matchapungos of Hyde and Beaufort had confided to them the murder of all the whites at Bath and the neighboring plantations. The Tuskeroras and the Meherrins, assisted by the smaller tribes, were to dispose of all the whites on the north shore of the Albemarle.

A time was appointed for simultaneous action, and on the 22d of September, 1711, the day preceding the new moon, the work was to begin. Meanwhile, notwithstanding the numbers to which the secret was confided, the conspiracy was not even suspected. The whites indulged in a fatal security. A few days before that fixed for the massacre, the Baron de Graffenreid, accompanied by John Lawson, Surveyor General of the Province, left New Berne for the purpose of inspecting the lands included in his grant,* and

* Report, chap. 3.

ascertaining how far the stream was navigable.

After proceeding some miles they landed at an Indian village called Conetra to spend the night. There they encountered a large number of Indians who seized them and took possession of their boat, arms and provisions, and compelled them to travel all night to another Indian village when they were delivered as prisoners to the chief. The next day the Baron was released, but Lawson was put to death under circumstances of the greatest cruelty.*

At last the appointed day arrived. Twelve hundred Tuskeroras divided into twelve small parties began their secret march. No outward sign of hostility was seen. Individuals were sent among the whites to reconnoitre, and entered the houses of their intended victims. As night approached, larger numbers appeared. Still there was no alarm. Sunrise was the preconcerted signal. As soon as it arrived the Indians within the houses gave a whoop which was instantly responded to by their companions lurking in the woods, and the work of butchery began. Then ensued an indiscriminate slaughter. Grey-haired age, vigorous manhood and helpless childhood fared alike.

In the Roanoke settlement, one hundred and thirty were butchered. The Swiss and Palatines around New Berne,

to the number of sixty; an unknown number of Huguenots in Bath and the vicinity were murdered — everywhere the cruel tomahawk and scalping knife were used with fatal effect. Happy he who could hide or escape from the scene of horror. Soon the torch was applied, and those who lay concealed were forced from their covering. Then the fiends with loud yells marched through the forest, assembling at a rendezvous previously designated, and, infuriated by drunkenness and success, staggered on in their bloody man-hunt. They scoured the country north of Albemarle, as far West as the Chowan River.

The carnage lasted three days and terminated at last from the sheer exhaustion of the savages. The few colonists who escaped slaughter and remained in the country collected as they could the women and children and guarded them night and day. The situation was perilous in the extreme. The Governor was without the means of warfare. The Assembly, being composed of men who opposed his administration, had adjourned without making any provision for the public defense, and while the colony was thus at war and in debt without means, the people were stubborn, disobedient and demoralized. Treason was rampant, belligerent, unrestrained and unpunished. Many of the inhabitants rather than expose themselves to the enemy quitted their plantations, and, abandoning their women and children, threw themselves for safety upon the Virginians. Dr.

* The release of Chapelin, the Irishman who accompanied De Graffenreid and Lawson as related by Humboldt, is one of the most remarkable incidents of history.

Hawks says there was hardly a white man to be found on the north of the Chowan River.* Gov. Hyde did the best he could under the circumstances. He communicated his perilous condition to the Governors of South Carolina and Virginia and implored their help. Christopher Gale, Chief Justice of North Carolina, was sent to Charleston. He arrived there on the 11th October, 1711. The Legislature of South Carolina happened to be in session and the Governor energetic. No time was lost. The Assembly voted four thousand pounds and ordered on active service one-half the entire military force of the colony. The Virginians contented themselves with asking Gov. Spotswood to declare war existed, and they even voted twenty thousand pounds to its prosecution, but omitted to provide the necessary ways and means for its collection. Gov. Spotswood accordingly assembled a force of sixteen hundred men, and solemnly marched with them to the Nottoway River, and then—solemnly marched back again! The unhappy Carolinians who survived the massacre sheltered themselves in temporary forts erected at various places in the country watered by the Neuse, the Pamlico and the Chowan. Surrounded by a merciless foe instigated by renegades and traitors, with their helpless and hapless women and children abandoned by their natural guardians and protectors, they awaited their doom with the calm

serenity of despair. It was at this opportune moment that the South Carolina expedition arrived. It was commanded by Col. John Barnwell of Beaufort, South Carolina, a gentleman of Irish extraction, whose name had already become familiar and honored in the history of his country. In the wars with the French and Spaniards he had served with distinction under Col. William Rhett and had acquired some reputation for military skill. He was the father of John and Edward Barnwell of Beaufort, who afterwards obtained distinction in the Revolutionary War.

His command consisted of 218 Cherokees under Capt. Thurston, 79 Creeks under Capt. Hastings, 41 Catawbas under Capt. Cantey, and 28 Yemasees under Capt. Pierce, in addition to the regular white militia.

To reach North Carolina in time to save the colony there from utter extinction, the utmost expedition was required. The Santee river was then the dividing line between the Northern and Southern settlements. The two were separated by a dense wilderness two hundred and fifty miles in extent, intersected by five great rivers, the Santee, the Great and Little Peegee, the Waccamaw and the Clarendon. These streams traverse the country at intervals of fifty miles, flowing in a general direction north-northwest to southeast. There were no roads in this wilderness or across these streams. Communication between New Bern and Charleston is now easily effected by rail in about twelve hours. Then,

* History N. C., 2 vol.

it was almost impossible. Vast swamps and savannahs untrodden by the foot of man, and now almost equally impassable, stretched on both sides these rivers. There were no ferries or bridges. There were no inhabitants and no human habitations other than rude shelters. In them lurked hostile Indians eager for prey, and indifferent whether the object of their pursuit was a human victim or a beast of the chase. Denizens of this unbroken forest, they roamed there unchecked by any law save their own will, and encountered no beings less fierce or untameable than themselves. No white man can live in these dismal wastes, fit only for the Mongolian tribes who infested them. It was a savage boscage which had been scorched for ages by the blasts of war and the no less deadly breath of pestilence. It was the scene of deadly contests in the past, of which fortunately there remains no record, except fragments of bones which lie here and there in vast heaps or pits, and which belonged to races now unknown, whose very differences have passed with them into oblivion, and whose existence might be denied if it were not for these remains, which prove their vast numbers, and the fact of their mutual destruction. Alas! civilization can hardly yet be said to have reclaimed these frightful wastes, or to have found amidst their melancholy solitude a permanent home. Everywhere else on the habitable globe the human race has left on the soil or on the plastic rock some footprints of its march which seem to say, Here has

man once been; here he lived, and here he perished. Here a social human organization once followed the ordinary routine of birth, life and extinction; but the Carolinas and Georgia contain no relics of their former ages and former civilization, if they had any. There are no ruins, no remains, save those of human beings engaged in slaughter; no soil marks save those which record a recent strife akin to many which preceded it, and which will also soon themselves disappear. We build no edifices like those of former days and other lands. Stone and marble disintegrate in this climate; the land itself is as unstable and restless as the sea. The monuments in our cemeteries crumble into dust almost as soon as the bodies they are erected to commemorate. We establish no empire. The past and present face each other across an unbridged chasm, upon whose barren walls no verdure germinates, in whose silent gloom all history is entombed.

It was neither possible for Barnwell to carry rations for his men nor to purchase or procure them on the way, and there was no road or pathway through the intervening wilderness. The little army had to encounter the pangs of hunger and a merciless ambuscade at every step. They had no commissariat, and subsisted themselves by hunting as they went along. They left Charleston early in December, 1711, and, marching night and day, living, as I have said, on what game and roots they could find, they reached the Neuse river in less than twenty-eight days. This was

indeed a wonderful march! When Barnwell struck the savages he drove them before him with the energy which might have been expected of such a commander. In his first battle he killed three hundred of them and took one hundred prisoners.

The last and final encounter with the Tuskeroras and their allies took place on the 29th January, 1712. On that day he came up with them at the spot I have elsewhere described. Here they were strongly entrenched and determined on making their final stand. Barnwell was here reinforced by Col. Mitchell, of New Berne, and two hundred men. The Indian force being also largely augmented, the savages enclosed their non-combatants in the fort, and boldly advancing across the field, upon Barnwell's approach rushed forward and gave him battle. Barnwell received their assault with equal impetuosity, and at the first onset drove them back with great slaughter. Taking refuge in their entrenchments he there completely surrounded them except on the side toward the river. Col. Mitchell, however, having brought with him a battery of two guns and obtained possession of a commanding eminence, directed a well-sustained fire therefrom upon the crowded fort. He also succeeded in pushing to the wall a large amount of combustibles, and was about to burn them out of their stronghold when they sued for mercy and offered to surrender. They might easily have now been exterminated on the spot. It was impossible for one to escape. There

had already been killed, wounded and captured more than a thousand of them, and Barnwell was himself desperately wounded. Great dissatisfaction was expressed by the North Carolina troops at his resolution, but he accepted their surrender and allowed them to withdraw. They fled to the neighboring swamps and forests. The South Carolinians had forty-one killed at Fort Barnwell and seventy wounded, more than one-tenth of their force.

The news of Barnwell's success was of course received with great joy by Gov. Hyde and his council. It was especially grateful to the refugees in Virginia, who now returned to their homes. The insurrection was subdued. For the first time in nearly three years there was peace in Carolina. A formal vote of thanks was ordered, and Lieut.-Col. Thomas and Thomas Boyd, Esq., members of the Board, were deputed to convey the thanks of that body to the Hon. Col. John Barnwell, Esq., commander-in-chief of all the forces, for his great care, diligence and good conduct, and to congratulate him on his victory.

Five hundred bushels of Indian corn were ordered to be delivered to his order. They also requested the South Carolina authorities to authorize Barnwell to concert with them and Virginia such measures as would prevent the recurrence of these massacres in the future.

Thus far all seemed prosperous, and the happy Barnwell enjoyed the confidence of the people he had rescued.

In the eastern part of North Carolina tradition has preserved a respectful remembrance of his name. Dr. Hawks, the historian, was born near the scene of these exploits, and, inquiring among the most aged and respectable of the citizens found none* in that region, who had ever heard any disparaging imputations upon the South Carolina officer. The place where the fort stood is yet called "Fort Barnwell," in compliment to him. He had indeed done an important public service. Not only was the rebellion subdued and the Indians chastised, but civil authority was restored and Carey and his adherents pursued, arrested and exiled, and Hyde firmly established in authority. Barnwell, however, reaped nothing from his victory but wounds and ingratitude. He became anxious to return to Charleston in consequence, but, of course, had to remain until relieved by some other military force. In addition to other annoyances the question of provisions began to embarrass him, and he was out of ammunition. His requisitions on Gov. Hyde were unheeded, and his men began to suffer and to complain. Even the five hundred bushels of corn were not delivered, and in addition to this disappointment he began to meet reproaches. Instead of "the great care, diligence, and success" for which he had been formally credited and complimented, the Governor and his friends affected to discern great and culpable remissness in permitting the Indians to escape after the battle; and

at last throwing off all disguise, Gov. Hyde became openly unfriendly. They who had given least aid to the prosecution of the war were most conspicuous in these complaints, and the very council which had supplied but two hundred four-months men, and no money and no food, took the lead. In January they complimented him, but in May they invited complaints against him to which they greedily listened and entertained so far as to direct an investigation. They even resolved in advance that should these charges be found true, application would be made for his recall. No such application was ever made to the South Carolina authorities, and the charges were abandoned. This treatment appears to have been felt as it was intended to be by the victim of these jealousies, but there does not seem to have been any foundation for the persecutions with which they were accompanied, and the only suggested ground of dissatisfaction was Col. Barnwell's acceptance of the surrender of the Tuskeroras. Instead of massacring them outright, he had magnanimously granted them their lives and dismissed them on parole of good behaviour. This engagement the Indians observed, and they remained quiet as long as Barnwell was in the country. The murder of a defeated and disarmed foe did not comport with this South Carolinian's ideas of honorable warfare. But these ideas were those of a soldier, and were not derived from men who had not the courage to meet their enemies in battle, and had made no re-

* Hawks' N. C.

sistance or defense to their attacks. Barnwell experienced a fate very usual with successful soldiers. His talents and courage were equal to the conduct of military operations, but he wanted the tact and versatility necessary to the worldling and the politician. He was misrepresented by Spotswood of Virginia, who had the mortification to see him succeed on the field on which he had "snuffed the battle from afar," and he was misrepresented by Hyde, who had to acknowledge Barnwell accomplished what he could not even attempt. As it was, suffering the greatest agony from his wounds and the distress of his men, embarrassed by the want of food and ammunition and the Governor's jealousy, Barnwell retired to Bath until the latter part of July, when some troops arrived from Virginia, and then leaving a few Indian companies behind him he embarked in a sloop sent for him from Charleston and returned to that city with the remainder of his detachment.

None of the complaints to which I have alluded, I assert, affected the reputation of Barnwell at home. The confidence of the South Carolina authorities in him never for a moment wavered, and hardly had he embarked than the war was renewed by the Indians with greater rage and more atrocious cruelties. Relieved of the restraint of his presence, some of the South Carolina Indians, suffering from hunger, committed violences and made depredations upon the conquered Tuskeroras, and the war was renewed.

The North Carolina Assembly met on the 12th of March, 1712, and finding everything at stake and another Indian war on their hands, voted supplies to the amount of four thousand pounds.

On the 2d of June they sent Mr. James Foster for assistance from the Saponas Indians. They ordered a new fort built on Core Sound, which they called Fort Hyde, and authorized another at Read's plantation on Tar river. On Mr. Foster's return from the Saponas, he was sent to South Carolina on the same errand. Gov. Spotswood of Virginia, seemed interested in the perils of the Carolinians, and expressed his sympathy in very neat and graceful words, but relief came, as before, from South Carolina. The legislature of that province at once despatched another military force to the rescue, and the command of this second South Carolina expedition was offered to Col. Barnwell by Gov. Craven, but the wounded hero was not yet sufficiently recovered from his wounds and was obliged to decline the proffered honor.

The second South Carolina expedition had their rendezvous on the Congaree. There they were reviewed and inspected by Gov. Craven, who finally entrusted the command to James Moore, the son of the Governor of that name and Miss Yeamans, the lovely daughter and heiress of Gov. Sir John Yeamans. His father was the son of Roger Moore, formerly of old Charleston on the Cape Fear, and the same who is known there as "King Roger," and who is mentioned

in Irish History as a conspirator against Cromwell. His command consisted of 40 whites and 800 Indians. He marched from his camp on the Congaree on the 15th of December, 1712, and reached the Chowan river on the 17th of January, 1713. The Indians had a fort near the present village of Snow Hill, in Greene county, which they called Nahucke and here, on Moore's approach, they retired. On the 20th of March, Moore laid siege to the place and soon became master of it. A large number of Indians were killed, and 800 of them sent to South Carolina by him and sold into slavery. I have searched for the evidence and find no evidence that Col. Barnwell sold Indians into slavery. Moore lost 58 men at Cahucke, of whom 22 were whites, so that more than half the white men were killed. His wounded were 80, of whom 24 were whites, so that of his white force at Cahucke, all were either killed or wounded. The South Carolina Indians returned after the battle to Charleston, excepting about 180 who remained in North Carolina, with their commander, at the request of Gov. Hyde. James Moore died there in 1777, and was the brother of Maurice Moore, who was the founder of the town of Brunswick. James was also Colonel of the First Regiment, North Carolina Continental troops which, in June, 1776, assisted in the memorable defence of Fort Moultrie, in Charleston Harbor.* Jasper belonged to the 2d Carolina.

*Wheeler's North Carolina Sketches, Vol. II., pp. 47-48.

Such of the Indians as escaped from Nahucke fled to Kahuoke, another fort forty miles distant, and being followed there by Moore, they abandoned the place. The greater part of them then ascended the Mahock, now Roanoke, river, and ultimately settled on a tract of land on the south side of that river, in the county of Bertie. This land was assigned them by Gov. Edens, under a treaty between the state and the Tuskeroras, dated 5th of June, 1717. In June, 1803, the Tuskeroras, leaving one of their tribe in the county of Martin, as their agent, removed to New York and joined the famous Five Nations of Iroquois, making the sixth. Their language, which was originally Celtic and Irish, soon assimilated to the Iroquois dialect. Col. Moore found no further difficulty with the Indians. The Matihapungos fled to the swamps and the Cores were encountered and subdued by him in Carteret county, not far from the present town of Beaufort. Col. Moore with one hundred men reached Charleston on his return in June, 1713. The Legislature passed him a vote of thanks and presented him with £100 in addition to his pay.

The Tuskeroras are the last remnant of the ancient Irish and Keltic inhabitants of Carolina, and their history as an independent nation terminates here and with their migration to New York and their incorporation with the Five Nations of the Iroquois Confederacy. To you their name is familiar as one of the Six Nations. I shall esteem myself happy if to-night I have succeeded in

awakening your kind interest in their former history and descent. I shall reserve for a future occasion the Pre-

Columbian settlement of this country by their Irish ancestry.

EDWARD CANTWELL.

THE BAR AND BENCH OF DENVER AND COLORADO.

IV.

JOSEPH C. HELM.

SOME one has said the history of a race is embedded in its surnames. Domesday Book furnishes nearly all modern English patronymics, numbering about three hundred thousand heads of families, forebearers of the surnames of the English speaking men and women of to-day. The names of Andrew and Emma de Helme are also inscribed upon the rolls of the Antiquarian Society of Normandy.

An interesting fact concerning this surname is its heraldic associations. *Cassis tutissima virtus*, or "virtue is the safest helmet," was the motto of the founders of this family in the days of chivalry. The shield was charged with a steel helmet on a field of gold, while the crest consisted of a demi-dragon holding in a dexter claw across, and supporting with the sinister an escutcheon also charged with a helmet.

It is not proposed to trace in this paper the family genealogy of Chief Justice Helm to this ancient source. The origin and significance of his name is all that is contemplated. But in this search a characteristic of the man—this descendant, it will be assumed, of this old English family, was found embedded in the motto just quoted, "True cour-

age is the safest helmet," a sentiment which the career of Chief Justice Helm as a soldier, civilian and jurist has attested in a striking manner.

His earliest recollections date back only a short period beyond his eighth year when his mother died and left him without property and among strangers in Iowa, with his father absent in California, seeking, vainly it seems, to better his fortunes, or rather his misfortunes. But there is in his rising from that humble horizon to the position of Chief Justice of Colorado, within the period of one generation, one of the most remarkable instances of success in the history of this Western country. It is a career that befittingly illustrates the ancient family sentiment whether his blood was fetched from thence, or whether he is what he is, regardless of the law of heredity.

His father, a native of the state of New York, was of English descent—that is about all that is known on that line. His mother, a Canadian by birth, was of Scotch ancestry. They removed to Chicago where Joseph C. Helm was born June 30, 1848. A removal to Prescott, Canada, soon afterwards followed.

Here and now begin his recollections of the privations, not the pleasures, of his boyhood. About 1854 his mother removed to Iowa, his father then being gold-seeker upon the Pacific Coast.

Five years after his mother's death, when a thirteen year old boy, he enlisted in the First Battalion, 13 U. S. Infantry, at the outbreak of the Rebellion, and was mustered as a private, but on account of his age and slight physique was detailed as a drummer boy. After two years, in this capacity, he entered the ranks as a private. He was in active field service most of the time from 1861 to 1865, and remained in the army nearly a year after the close of the war, receiving an honorable discharge in 1866. He was in many of the engagements in which his battalion distinguished itself, notably Champion Hills, Vicksburg (campaign, seige, and assault), Jackson and Colliersville. The latter was one of the most hotly contested of the war for numbers engaged and duration. Gen. Sherman and escort (the First Battalion) had been surrounded by the Confederates under Gen. Chalmers, whose forces outnumbered the Federals seven to one, and were also supported by a battery of five guns. Sherman was *en route* to Chattanooga, and was surprised as well as surrounded. The conflict lasted from noon until almost evening when the rebels retreated, having, however, taken a number of prisoners, one of whom was the boy-soldier Helm. He was taken to Mobile, then to Atlanta, and then to Richmond and

placed upon Belle Isle; was afterwards paroled and exchanged, and immediately rejoined his regiment at Nashville.

When Gen. McPherson was killed before Atlanta young Helm was detailed as one of the special escort to accompany that lamented soldier to Clyde, Ohio. After the expiration of his original enlistment, he re-entered the service as a veteran and was assigned to Gen. Hancock's corps, in which he served until his final muster out in 1866.

In modest vein Judge Helm has written a historical sketch of the First Battalion, which contains many incidents of thrilling interest. One is as follows, depicting the first approach to Vicksburg, which occurred in 1862:

"On December 29th the battalion went into action five miles from the city, at the battle of Chickasaw Bayou. Though this was its initial engagement, and though exposed from early in the morning until dark to a destructive fire of musketry, the men conducted themselves like veterans. The conspicuous coolness and gallantry displayed, and the marked efficiency shown while acting as sharpshooters, won words of commendation from the Brigade and Corps commanders. Its casualties, though not comparable with its losses in later battles, were amply sufficient to make its baptism a stern reality.

"We will never forget the long, dreary, rainy night that followed this engagement. We were lost. We had retreated after dark to low, swampy,

and unfamiliar ground, where in the morning we discovered high water mark on the trees several feet above our heads. The ground was so level and the night so dark that we could not find a dry spot upon which to rest. We were compelled to stand up all night long without fire, in the cold, drenching rain; for to have lain down and gone to sleep in our exhausted condition would have been certain death. Bayonets were fixed and muskets were inverted and stuck in the marshy ground to keep them from filling with water. And such muskets! transformed in the short space of one night from clean, bright and effective weapons to guns of a rusty and almost worthless condition. Add to this the dispiriting rumor circulated during the night that we were to dig our way through the rebel breastworks in the early morning, and it will be confessed even at this distant day that the outlook for the morrow was indeed a gloomy one. With all our fervent patriotism, even though it had been backed with the prospect of a General's commission, there would have been no inducement for some of us to have remained could we have honorably retired. But with the returning day and the inspiration drained from a quart cup of hot coffee that feeling vanished never to return."

The five years of absence from school in the war had passed like a dismal dream. He awoke to realize that he was far behind those of his age in point of education. When, therefore,

he entered the State University of Iowa, in the fall of 1866, the youth of eighteen found himself classed with those who were but eight years of age when he became a Union soldier.

The assertion is ventured that Judge Helm never was subjected to a severer test of manhood than the embarrassment caused by this disparity of age when he entered his class. There is not a moment in the history of this gentleman when the unalloyed metal of this character shone more brightly than when he resolved under these circumstances to go on in pursuit of an education.

He attended that institution the ensuing four years, making his expenses, above a few hundred dollars saved from the army, by work during summer vacations, and by various employments during the school year.

In 1870 he accepted the position of principal of the public schools of Van Buren, Arkansas, at which place he remained one year. Two years immediately afterwards he was principal of the high school in Little Rock. In 1873 he returned to the State University of Iowa and entered the law department, graduating therefrom in the summer of 1874, second in a class of ninety-four.

There could have been no time wasted in accomplishing this within the period named. The days must have uttered speech and the nights showed knowledge to the diligent and aspiring student whose college life was thus crowned at last with gleaming success. The mental dissipation incident to

camp life was followed by mental discipline and development as exceptional and noteworthy as it is ever the privilege of the historian to record.

Early in 1875 he came to Colorado and located at Colorado Springs, when he began to lead the life of a lawyer. The following year he was elected to the lower house of the First General Assembly from El Paso county. He was elected to the State Senate two years afterwards, representing the tenth district, and served at the legislative sessions of 1877-79. In the fall of 1880 he resigned as State Senator to accept the office of Judge of the Fourth Judicial District to succeed and fill the unexpired term of Hon. Thomas M. Bowen, late U. S. Senator. Judge Helm's district at that time contained fourteen counties, including Lake, with the city of Leadville. He was elected to the Supreme Bench of Colorado in the fall of 1882, and entered upon the duties of that office in January, 1883, at the age of 34 years. In January of the present year he succeeded under the State Constitution, by virtue of seniority in service, to the position of Chief Justice of Colorado.

The following tribute to Chief Justice Helm was written by a prominent lawyer and ex-judge of Denver, as a contribution to the history of the Bar and Bench of Colorado:

"His recognized abilities as a lawyer, and his sterling qualities as a man, early secured for him the esteem and confidence of his professional brethren, and of the people among whom he lived;

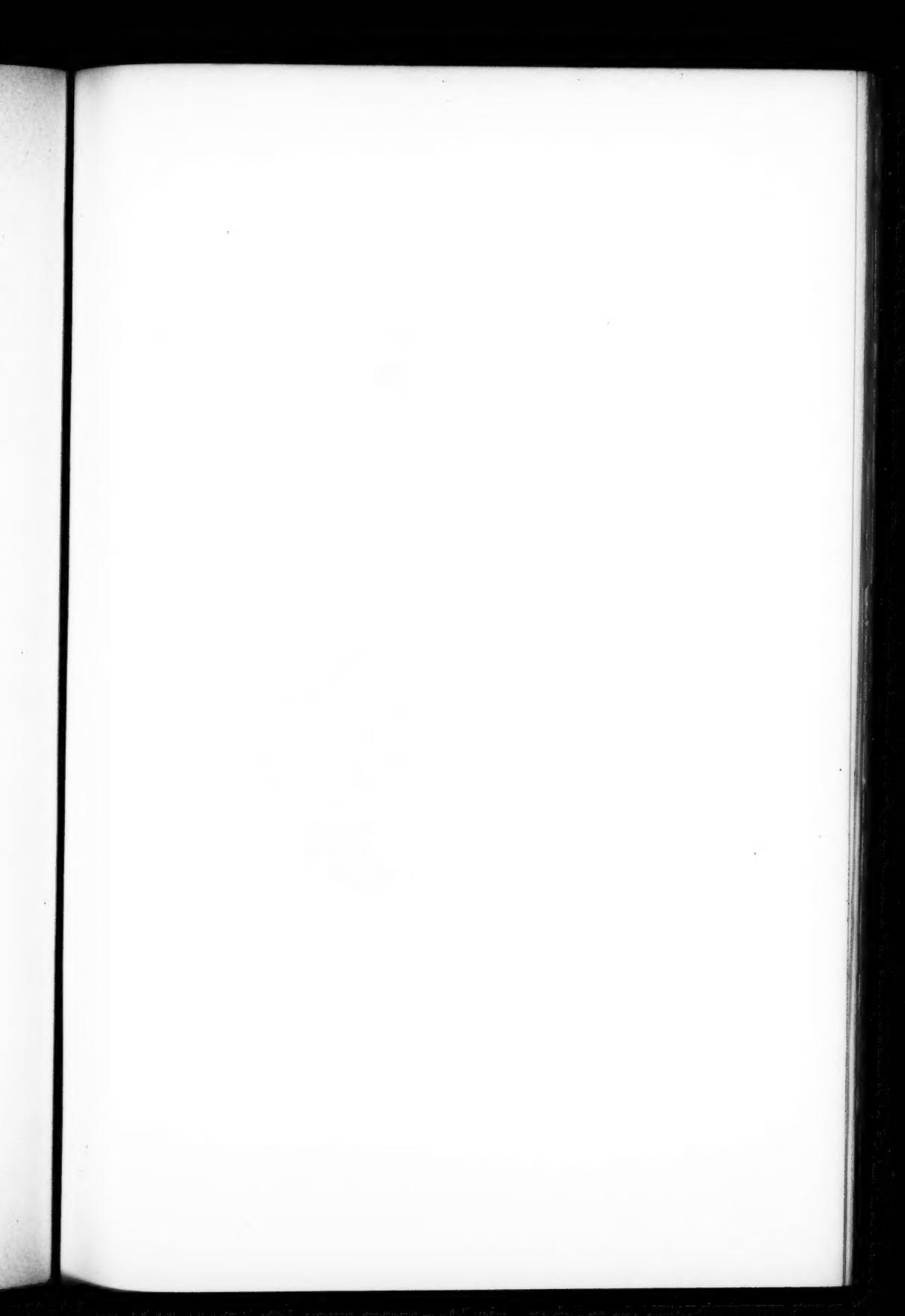
and won for him such success, both as lawyer and legislator, as but few persons achieve in so short a time.

"It is the universal testimony of the lawyers who practised, as well as of the litigants whose cases were adjudicated in the District Courts over which Judge Helm presided, that he was a model trial judge. Firm, but always courteous; industrious and seeking to dispatch the business of the court, but never confused or impatient; always having perfect control of himself, he easily controlled and guided the proceedings of his court, without giving offense to any one.

"During the past six years many novel and important questions have been passed upon and decided, by the Supreme Court of the state, in which Judge Helm has prepared the opinions of the Court. These opinions bear indubitable evidence of careful and extended research, and show the possession by him, of an honest, clear, logical mind; the grasp of legal principles, the unfailing purpose and independent courage, which surely lead him to right conclusions. It is but simple justice to say, that the marked abilities he has shown in the discharge of his duties on the Supreme Bench of the state, have fully justified the confidence of his friends, and already firmly established for him an enviable position and reputation as a jurist."

Judge Helm married, in 1881, Miss Marcia Stewart of Colorado Springs.

It is an axiom that the higher the civilization of a people the more pride





D. G. & A. P. 1868

Samuel Snowdray

and individuality there is in their surnames. The union of the names, Marcia, Stewart and Helm gives ground for the indulgence of this pride. The meaning of "Helm" is obvious. "Stewart" recalls to memory Walter, third high Steward of Scotland, who was the first to adopt "Stewart" as a surname, whose father, Alan, of the third Crusade, was the son of Flaald, a Norman, who obtained the castle of Oswestry in Wales, soon after the Norman Conquest. Walter was the active partisan of the Empress Maud, in her conflict with Stephen for the English crown, for which he obtained large possessions in Scotland, and was made by David II., High Steward of Scotland, *magnus senes-*

chatus hospitii regis, A. D. 1177; from him descended the royal house of Stuart. "Marcia" carries the mind still farther backward to a "very noble gens of Sabin origin which gave a king to Rome and afterwards was famous in high-spirited and gentle-hearted Marcius Coriolanus, whose daughters were called Marcia."

Mrs. Marcia Stewart Helm is a lady of marked individuality of character, whose literary tastes and acquirements render her the charm of her home and an ornament to society, while her intellectual vivacity is tempered with indescribable grace.

HENRY DUDLEY TEETOR.

BALTIMOREANS OF TO-DAY.

SAMUEL SNOWDEN.

Samuel Snowden has spent all the years that have been so far measured in a busy and useful life, in or near Baltimore, where he now holds a prominent position at the bar; a position that has been fairly earned by close study, a natural adaptability for the law, integrity in business and personal affairs, and that species of courage that leads a man through all difficulties when spurred on by a proper professional ambition.

Mr. Snowden was born in Anne Arundel county, Maryland, on October 13, 1833, the son of Samuel Snowden, who, in turn, was the son of Philip and Patience (Hopkins) Snowden; and the

family traces its descent directly back to Richard Snowden, of Wales, who secured a new home in Maryland, in the seventeenth century. The mother of Mr. Snowden, whose legal career finds brief outline herein, was Mary Richardson, of West River, Anne Arundel county; and through these two lines of ancestry he inherited those qualities and powers that have enabled him to win the share of success that has come within his grasp.

The early education of Mr. Snowden was obtained in the public schools near his father's home; and in 1846, when thirteen years of age, he commenced an attendance at St. John's College, where

he remained until 1849. He then went to Columbus, the capital of Ohio, where he clerked in a store until 1852, when he returned to Annapolis and found like employment with James Iglehart & Co. until 1855, when he once more made his home in Columbus, this time as book-keeper for J. G. Butler. But he had begun to understand the field of labor for which nature had intended him, and following the bent of his desire and ambition, he decided to devote himself to the law. In 1857, when twenty-four years of age, he removed to Baltimore and became a student in the law office of Hon. Henry F. Garey. Diligent study and a liking for his work, enabled him to make fine progress, and in 1859 he was admitted to the bar. His advance in the profession from the day of entrance was steady and marked, until he long since found his way to the front rank of the bar of Maryland. He has secured this eminence by no lucky chance or isolated stroke of achievement, but has made his footing secure by solid work and earnest endeavor, at every advance or turning point of his legal career. He has always thoroughly prepared his cases, and his arguments and propositions of law are highly respected by the bench. His knowledge of law is accurate and extensive. As a result, he has had the largest trial docket of any lawyer at the Baltimore bar, as well as a lucrative practice. His professional work is indicated in the Maryland reports, where numerous important cases in which he has been employed are set

forth. The cases number over ninety, involving such questions as the right of a vendor to a lien upon leasehold property; the marshalling of funds between mechanics' lien creditors and second mortgagees; the liability of a corporation for stock fraudulently issued by its treasurer for his own benefit, known as the Crawford frauds; the rule for damages in an action for breach of a contract to sell real estate, where the vendor in good faith sold more land than he could convey; the right of receivers to recover the balance of subscriptions to the stock of insolvent corporations; the right of the assured to recover upon a policy issued to a firm of which the assured was a member, upon property owned by the individual partner, and afterwards mortgaged to the firm, and purchased at a foreclosure sale by another partner to whom the policy was assigned; and very many other cases involving questions of more or less importance. The briefs in all the cases were prepared by him. He has been for years, and yet is, one of the most active members of his profession, and in the conduct of important cases, and office counsel, sustains his reputation as a wise and cautious advocate, and a legal adviser whose opinion can be safely followed. Cautious and candid, he knows when to strike and when to withhold; and when he has once entered upon a line of policy that his judgment and experience approve, he has the courage to fight it clear to the end, no matter what opposition or discouragements oppose. In

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Charles J. Baker

Hannaford Engraving & Printing Co.
New York

his personal relations he is the courteous gentleman, the true friend and the good citizen, whose personal interests have little weight against the public good.

Mr. Snowden entered the legal profession with the single purpose of making it his life work, and has resolutely set his face against all overtures in the line of office-holding, and declined to entertain all propositions looking in that direction. The one exception he allowed himself, was his service as school commissioner of Baltimore in 1867-68. In politics he is a Democrat. He is a member of the Masonic order, and also of the Independent Order of Odd Fellows, and was sent by the latter organization in 1869 as Grand Representative to the Grand Lodge, which met in San Francisco. He is a member of the Mount Vernon Place Methodist Episcopal Church.

The chief recreation Mr. Snowden has found from the heavier studies and mental exactions of his profession, has been sought in his extensive and carefully selected library, where the choicest works of English literature are his companions, and especial lines of literary examinations are followed as his time permits. Shakespearian literature has found a favored place in his studies, and fills an ample place upon his shelves. History, the arts and other departments, have not been overlooked. While it is profitless to inquire what one might or might not have done had he his life to live over, it would not be far amiss to prophesy that had Mr. Snowden devoted himself to letters, he would have achieved as great a success in that line of mental effort, as he has in the more active and gladiatorial profession of the law.

CHARLES J. BAKER.

Charles J. Baker, yet another of the active and able men of the Baltimore of to-day, is the heir of such natural gifts as an able and honorable ancestry can bequeath, although his chief claim to distinction lies in his own busy and beneficent life. He comes of an old and distinguished Welsh family that made a home in America in an early day, his paternal grandfather being born near the Blue Ridge, where the present town of Reading, Pennsylvania, is located. This pioneer passed through eventful experiences in this new and wild land of the West, as he

was but six years of age when he and a little sister were the only persons saved from a general massacre by the Indians, and upon his rescue he was taken to Philadelphia, whence he was removed to Baltimore when twelve years old.

Charles Joseph Baker was born at "Friendsbury," Baltimore City, on May 28, 1821, the son of William and Jane (Jones) Baker. He resides at present at his beautiful country seat "Athol," in Baltimore county, adjoining the city. Mr. Baker was married to Elizabeth Bosselman, of Carlisle, Pa., January 4, 1842. Their children

are: William, Jr., Charles E., Geo. B., Mary H., Bernard N., Richard J., Jr., Frank M. and Ashby Lee. All are at present married, and in active business life; having twenty grand-children, making a family of thirty-eight, often present at the same time at the old homestead.

In 1835 he entered the grammar school of Dickinson College, at Carlisle, Pennsylvania, and graduated with the class of 1841. In 1836, while at the grammar school, he united with the Methodist Episcopal Church, in Carlisle, the seat of the college. He improved every hour of all this extended educational course, laying deep and broad the foundations for future usefulness in the world.

After graduation the young man entered the counting room of his father, who was a well-known manufacturer of window glass, whose factory was located at the foot of Federal Hill, Baltimore. In connection with his brother, Henry J. Baker, he entered, in 1842, the paint, oil and glass trade, their chosen location being No. 2 North Liberty street. The active and intelligent industry, and honorable methods, of the firm, commanded success from the start, and opened and widened their field of operations. They soon became the proprietors of the Baltimore Window Glass, Bottle and Vial Works occupied previously by Shaum & Reitz. Their business continued so to increase that they enlarged by a removal to No. 42 St. Charles street, the firm now being known as Baker &

Brother. Their two warehouses at this location were destroyed by fire in 1850, with all their contents, and \$75,000 of stock. But the young partners were not the men to become discouraged, and they immediately rebuilt the commodious warehouses, and in the same year established the house of H. J. Baker & Brother, in New York City. The firm soon became one of the most important of even that great commercial mart, doing a large trade in paints, plate glass, etc.

In 1851 Joseph Rogers, Jr., was admitted to the firm at Baltimore, which was thereafter known as Baker Brothers & Co., and continued thus until 1865, when Charles J. Baker purchased the entire establishment, and admitted his sons William and Charles E., and subsequently George B., to the firm. With the advent of these able and industrious assistants in the many labors of the great establishment, Mr. Baker was relieved of a portion of his responsibility and enabled to give more of his time and attention to other interests and good works.

Mr. Baker was, in 1859, elected a director in the Franklin Bank of Baltimore, and in 1866 made its president, which office he has since held. He has given to this important financial institution his close attention and greatest care, and has expended in its service the experience and knowledge gleaned in a life of important business labors. And it has not been the only channel through which he has made his capital and ability tell upon the business life

of Baltimore. In 1859-60, he took an active part in the Municipal Reform movement of that year. He was elected, by a large majority, to the second branch of the City Council, on the same ticket with George William Brown, for Mayor. Although the youngest member, Mr. Baker was made President, which position he continued to fill during the memorable days of April 1861, and the period which followed—acting as Mayor of the city, *ex officio*, from September 1861 to January 1862, while Mayor Brown was a prisoner in Forts Lafayette and Warren. In 1860 he was made a director in the Canton Company, and in 1870 its president, which office he resigned seven years later. He is also largely interested in the Maryland White Lead Company, the Maryland Fertilizing and Manufacturing Company, the Chemical Company, of Canton, of which he is the president, and in various other business enterprises needless to enumerate here.

In connection with William G. Harrison and others, Mr. Baker largely aided in the construction of the Union Railroad and tunnel, giving two roads—the Northern Central and Western Maryland—a tidewater terminus at Canton, increasing immensely the manufacturing and mercantile interests of Baltimore. Aside from those enterprises in which he has been personally interested, Mr. Baker has ever manifested an interest in the commercial advance and development of Baltimore, and has unselfishly aided and contributed to the development and extension

of public enterprises, and very often of a nature calculated to rival his private interests, which he has never permitted to stand in the way of the public good. Not content with individual efforts to advance the general interests of Baltimore, Mr. Baker at one time purchased a controlling interest in the *Gazette*, a daily paper, by the aid of which he hoped to enlarge his sphere of usefulness, but in the midst of his varied interests was too busy to give it the attention needed for the realization of his desire, and in consequence sold out.

Mr. Baker, in every relation which he has sustained or yet sustains in the business or social life of Baltimore, has won the respect of all, and well deserved the honor and confidence in which he is held. His mercantile life has been far above resort to misrepresentations or attempts to impose shoddy goods upon the market. By the character of material and workmanship he has stamped his goods in every market with the imprint of true worth. His personal character is above reproach. In youth he fixed upon a high standard, and he has ever lived the life of a true and conscientious Christian. His life has been carried forward upon a high plane; and he has never permitted prejudice or passion to warp his judgment, or swerve him from the straight and manly course. His great force of character, public spirit, benevolence, and quick comprehensive intellect, have made him a marked figure in the city of his home, and enabled him

to work faithfully and well in the service of his day and generation.

Mr. Baker's interest in religious matters has never abated since, in his college days, he identified himself with the church. He had an early connection with associated religious work as a trustee and member of the Baltimore City Station of the M. E. Church, in rebuilding and extending the Eutaw Street Methodist Church, and in the building of the Madison avenue M. E. Church. Mr. Baker also took a very lively interest in the cause of missions, especially the German Mission, under Dr. Jacoby, in Bremen, Frankfort and elsewhere in Germany. Also in Italy and France. In 1860—61, owing to the dissensions which disturbed the peace of the M. E. Church in Baltimore, he severed his connection with that body, and assisted in organizing the Chatsworth Independent Methodist Church, and in building the house of worship; and in 1867 he aided in building the Bethany I. M. Church at Franklin Square; in 1882,

in erecting the Epworth Independent Methodist Church; in 1888, in building Friendsbury Methodist Chapel, and in 1889, in building the William Street Independent Methodist Church.

The Maryland Bible Society and all of the benevolent institutions and charitable associations of the city, have secured his aid and support.

Mr. Baker is still hale and hearty, with all his power of mind and body in full maturity and unimpaired, the result of a systematic and *temperate* life, and promises yet many years of effort in behalf of all those enterprises incumbent on the wealthy citizen and incident to the man of high character in the community to which his energies are devoted. His charities are large and general, and while his religious opinions are very decided, they are unclouded by bigotry and uncircumscribed by sect or denomination, embracing in philanthropy the whole brotherhood of man.

JAMES SLOAN, JR.

James Sloan, Jr., has, for a third of a century or more, been connected with the various financial and commercial interests of Baltimore, and in a quiet and modest manner has so well performed the various tasks that have come to his hand, that he well deserves a place in any enumeration of the active and vital forces of the Baltimore of to-day. His whole life has been passed in that city, in which he was born on De-

cember 8, 1834; the son of James Sloan, who came to America some sixty-five years ago to secure for himself and family the advantages offered in the New World.

The son was educated in the schools of Baltimore, and in 1854, when of the proper age to be doing for himself, entered the office of the Adams Express Company, but newly established in Baltimore. It was at a period when



James Sloan Jr.

James Sloan Jr.

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that form of commercial transportation was yet in its infancy, and managers and employees were left largely to their own resources as to the best method of building up new business and taking care of that already offered. Mr. Shoemaker was then in charge of the Baltimore office, and among the employees were many who have since won distinction in that or similar lines of business—John King, Jr., now president of the Erie Railway Company, W. H. Trego, now the resident manager of the United States Express in Baltimore, John Quincy Adams Herring, manager of the Adams Express Company, and others. The office was located on Baltimore street, near Calvert, the Baltimore & Ohio building now covering the original site.

Mr. Sloan's special duty in this newly created business, was as money clerk, having charge of the sorting and distribution of the money destined to all points in the Southern states; a branch of labor that was as yet hardly developed, and which Mr. Sloan by his executive skill and close attention to all the details of his department, helped to create and make successful. He remained in this employment for two and a half years when he became assistant book-keeper in the Union Bank, which he held one year, when he was promoted to the position of teller in the Farmers & Merchants' Bank, an institution established in 1808, and in all its long and honorable career recognized as one of the soundest and strongest of the financial organizations

of Baltimore. Such service as Mr. Sloan was sure to give was certain to secure promotion, and in 1862 he was advanced to the office of cashier, which he held until 1879, when he was elected president, and has occupied that high responsibility until the present day. In 1865, the bank was reorganized under the national law and, as the Farmers & Merchants' National Bank of Baltimore, has worthily held and maintained the reputation the old institution had so well earned. In the various important positions which Mr. Sloan has held, he has given the best fruits of his industry, energy, and financial genius to the discharge of his duties, and has faithfully fulfilled every duty and obligation such service implied. The bank has recently erected the largest banking building in Baltimore—of brown stone, five stories high—and from the commencement upon the plans until the last stone was in its place, Mr. Sloan took a deep interest in the structure and watched every detail connected with it with the closest care; and as long as it stands it will serve as one of the monuments to his administration of the affairs of the bank.

While Mr. Sloan has endeavored to remain entirely within the line of his personal business, and has never been a candidate for any political position whatever, he has not been allowed to follow the line of his desires, but has in more than one instance been called to the public service, in places where his financial skill and experience

could be made of special use. He has served as one of the financial commissioners of the city of Baltimore from 1877 to the present time; is state agent of Maryland for the payment of interest on the state debt, and his bank is the depository of the state in the city; and he was elected a director in the Baltimore & Ohio railway company in 1877, and since the death of T. Harrison Garrett has held the important position of chairman of the finance committee. Mr. Sloan has also been president of the Academy of Music since 1884; is a director in the Consolidation Coal Company of Maryland, the largest coal company in the state, and for a number of years was a director in the Ohio & Mississippi railroad company—whose line extends from Cincinnati to St. Louis—and was chairman of its executive committee when the road was taken out of the hands of a receiver and given back to its stockholders. These

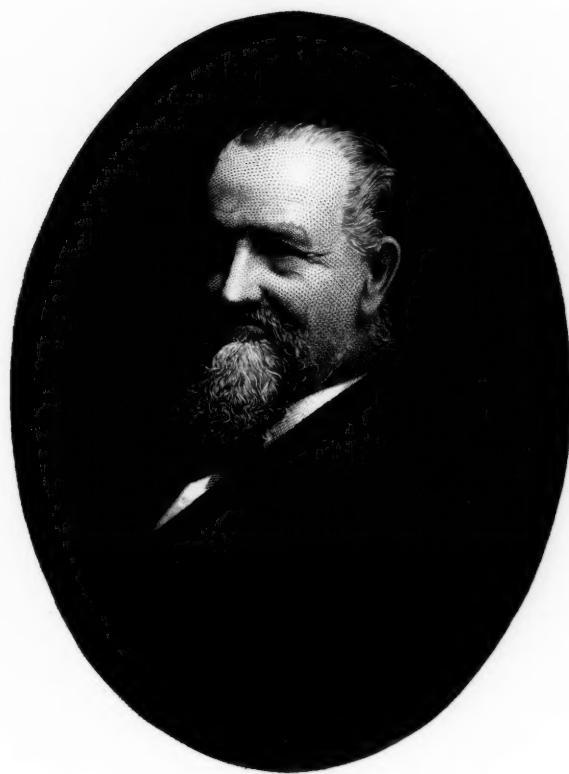
are a few of the enterprises which Mr. Sloan has found time to take part in, outside of the work that he has made the main labor of his life.

In the midst of these labors, and from a natural taste that has grown with its exercise, Mr. Sloan has found time to become much more than a business man; and by reading, travel, thought and observation has stored his mind with a wealth of mental resource that is freely drawn upon in his conversation, and that enables him to make interesting any theme upon which he may touch. He keeps keen watch upon all the movements in the intellectual and political world, and exerts his influence whenever it can be made effective, for the bettering and enlightening of mankind; is generous, public-spirited, patriotic, and withal a modest, unassuming, and high-minded gentleman.

WOODWARD ABRAHAMS.

Woodward Abrahams, also one of the men of modern Baltimore who have had an influence for good in various ways upon his day and generation, comes of a family that has had a part in the affairs of New England, and afterwards of Maryland, for many generations past. He traces the line of his ancestry back to Joseph Abrahams, who emigrated from England to Massachusetts about 1660, and transferred to this country the sturdy virtues of a good old

stock. The first Woodward Abrahams upon this side of the sea, was born in 1727, and in 1751 was married to Tabitha Smythers. He was prominent in the affairs of his home, in Marblehead, serving as postmaster and collector of customs, besides filling other positions of trust. His son, Woodward Abrahams, was born at Marblehead, on July 14, 1762; and he in turn had a son, William Abrahams, who was one of the defenders of the three-gun battery, on



Yours truly
W. Abramson

Franklin Engraving & Printing Co.
New York

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the Patapsco river, during the war of 1812. Another son, Woodward, was possessed of a longing desire for the sea, and he gave himself thereto, with the purpose of following it as the occupation of his life. But when at Baltimore with his ship in 1802, he met Miss Hannah Wooley, of Hartford county, Maryland, and courtship and marriage followed the meeting. Held in the new chains of a home and family after his restless life upon the sea, Capt. Abrahams determined to remain on shore; and after the loss of his ship, the *Adriana*, on a voyage from London to Baltimore, he settled upon a farm called "Lucky Mistake," in Cecil county, Maryland, on the Susquehanna.

Woodward Abrahams, now the fourth generation to bear the name, was born on October 2, 1814. His early days were spent upon the farm, and in the usual school life of boyhood. In 1844 he was married to Miss Margaret E. Littig and upon the death of the father, the family removed to Baltimore. Mr. Abrahams learned the printer's trade; was interested in a printing establishment in Petersburg, Virginia; and was afterwards one of the publishers of the *Eastern Express*, and the *Kaleidoscope*, both of Baltimore; of recent years he has been a member of the firm of Cochran & Co., one of the largest ice

dealers in Baltimore, and has contributed largely to its success. In all his business relations he was industrious, capable and honest, and the success that rewarded him was but a just reward for the endeavors he had so willingly made. His business labors however, did not deter him from a broad cultivation of his mind; and, as a liberal patron of the fine arts, and a worker in many of the charitable institutions, he was long since known by the people of Baltimore as one of their representative and most useful men. He has a deep affection for Masonry, and has so well progressed along that honorable road, and has attained to the highest degrees in all the different branches of masonry. He is also allied with Odd Fellowship. In both business and social circles, Mr. Abrahams is a popular and genial gentleman, and at his pleasant home dispenses a refined and generous hospitality. A lover of books and of works of art, he has surrounded himself with many evidences of culture, and in his selections has exhibited the possession of rare taste and discernment. Careful in his habits, a lover of mankind, just, generous and sincere in his convictions, he has passed a life of usefulness and is now in the enjoyment of a quiet and happy old age.

DAVID L. BARTLETT.

Any enumeration of the commercial and industrial forces that make Baltimore the active and stirring mart it is

to-day, that made no mention of the part contributed by David L. Bartlett—only one among the busy many, it is

true, but one who has done his share well and willingly—would be incomplete. One of the oldest of the iron men of the East, Baltimore has been the scene of his labors since 1844.

Mr. Bartlett comes of a good New England ancestry, from whom he received the essential elements of character to make his life a success. He was born in Hadley, Massachusetts, in December, 1816, the son of Daniel and Louisa (Stockbridge) Bartlett, both of Hadley. The families connected by this union were both well-known in New England for a number of generations back, and were in many ways connected with the history of that section. His education in his childhood was commenced in one of the best of the many public schools in which Massachusetts even then abounded, and continued in an academy which was noted for its thorough course and its excellence in training its pupils in all the essentials for a business life.

Upon reaching manhood, Mr. Bartlett commenced the labor of life as an iron manufacturer in Hartford, Connecticut, where he commanded a fair measure of success. In 1844 he removed to Baltimore, where he established a foundry in President street, but removed in a short time to Leadenhall street, and in 1850 established his foundry permanently on the corner of Scott and Pratt streets, where the present firm of Bartlett, Hayward & Co. have built up a very large business and achieved great success. The company has become one of the great industrial concerns of Bal-

timore, employing a force of five hundred skilled workmen, and filling a vast number of orders and contracts.

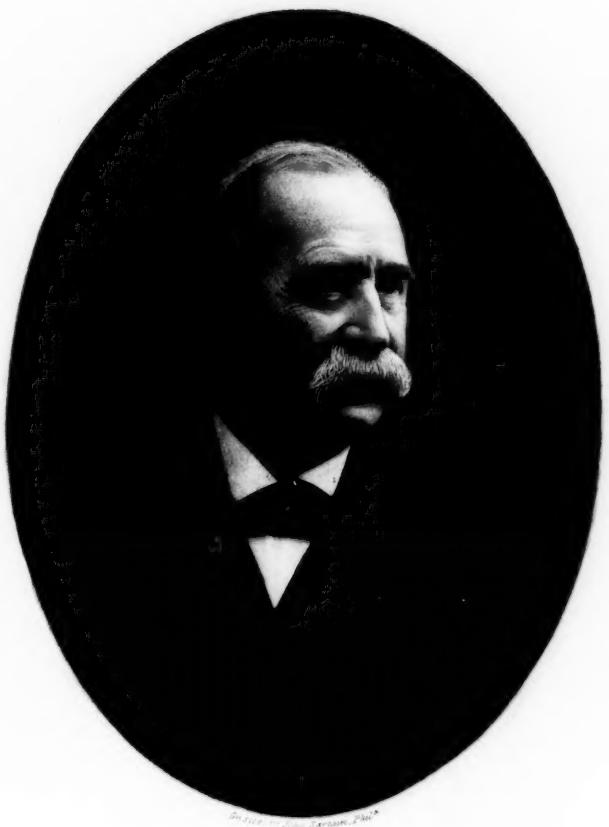
While Mr. Bartlett's main labors have been given to the great industry which he has built up, and of which he has been so many years the head, he has found time for private and public usefulness in other directions. He has been more or less identified with a number of measures designed for the good of the public. He was a member of the committee appointed by the Mayor of Baltimore to report upon a proper means of encouraging manufactories, and in that work his practical knowledge, long experience and mature judgment were of great benefit in the solution of the problem. He has served as one of the trustees of the McDonogh school fund; has been one of the managers of the Maryland Institute; a director of the Farmers and Planters' Bank; and has other like connections needless to enumerate here.

Mr. Bartlett has had no taste for public or political life. He was a Whig until the dissolution of that famous old organization and has been a Republican since.

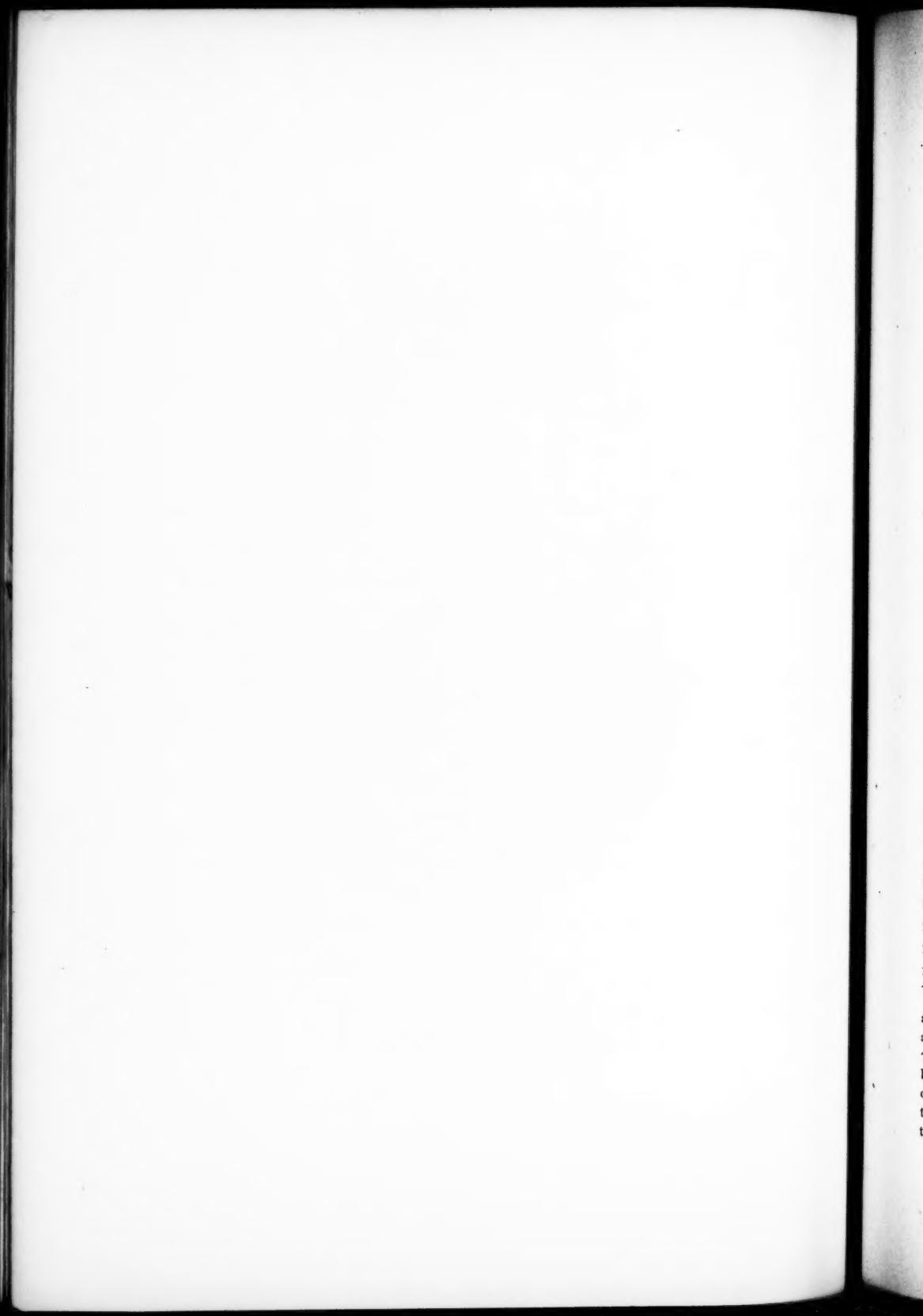
In the autumn of 1887 he was overpersuaded by his friends and consented to the use of his name by the Republicans and Reform Democrats as candidate for Mayor of Baltimore. He polled a large vote but was not elected.

He is a communicant in the Protestant Episcopal Church and takes an active interest in its welfare.

In every relation of his long and use-



D. L. Battell



ful life, Mr. Bartlett has shown himself a good citizen, a just employer, a loyal friend, and possessed of that form of courage that led him to do what he believed to be the right. With a mature judgment and ripe experience he has brought to every undertaking a faithful, conscientious discharge of duty, which has secured him the entire confi-

dence of the community in which he has so long lived. Commanding in presence, urbane in manner, social and generous in his relations to all, he is one of the high landmarks of character that light others along the road that leads to success and the nobler forms of manhood.

EXTRACTS FROM A PIONEER'S NOTE-BOOK.*

My sleeping place in the old Paine log-house (in Painesville, Ohio,) was what was usually termed the loft, or garret, a place not very well chinked or secured against the winds, the rains and the storms of winter, and hence I have the distinct recollection of awaking many a morning during that winter and finding my bed quilt or spread covered with a few inches of snow, which fell during the night. At first I was somewhat alarmed thereby, thinking it would endanger my health; but the opening caused by my breath, around my mouth, giving my breathing apparatus access to abundance of fresh air, invigorated me amazingly, and hence I experienced no inconvenience from this exposure, but rather the contrary, and I have no remembrance of having at any time, felt

cold, or in any way suffered inconvenience therefrom. I also remember, during that winter, seeing many Indians. They would often, in squads of half a dozen, more or less, suddenly enter the house unceremoniously, stare around for awhile, utter a few grunts, and perhaps make some slight request, and as suddenly depart. They were friendly, and never offered any indiginity, or behaved improperly. I think they belonged mostly to the Seneca tribe. My mother at first manifested considerable timidity, but soon became reconciled to and undisturbed by their sudden intrusions.

When my father moved with his family to Ohio, one member of it was a colored boy whom he received as a gift from a Colchester man. He was given at a time when slavery existed in Connecticut. He was about twelve years of age at the time of removal. I remember him as a kind-hearted youth, full of life and energy, and a faithful and diligent laborer in the field with the rest of us.

* In the sketch of the late William Williams, a pioneer banker of Western New York, that appeared in the MAGAZINE OF WESTERN HISTORY for April, reference was made to a notebook prepared by Mr. Williams in the leisure of his old age. We are permitted to copy from that record the interesting notes embodied in the above.

It may be said that Joel was, at the time of his death, the only negro known to be in the northern part of the state, except perhaps, a mulatto belonging in the family of Governor Huntington. In order to retain Joel within the state my father was obliged to give adequate bond guaranteeing that he should not at any time become a public charge.

Of course during the period of the war with England,* like all small boys of my age, my young heart overflowed with patriotic ardor which knew no quenching, and hence I was always largely interested and moved by the occurrence of any event which augured or promised good or ill to our own country; and hence on the memorable 10th of September, 1813, when it was supposed the conflict between the English and American fleets, for the supremacy of the lakes, must have been in progress, I well remember that a large number of our neighbors had gathered at my father's (in Painesville, Ohio,) to talk over the probabilities of the issue, and had in their anxiety adjourned to the yard in the rear of my father's house to try the experiment of lying down and putting an ear to the ground, in the hope of actually hearing the booming of cannon, and thus satisfying themselves that the forces were in actual conflict. This small boy of only ten years of age, might have been observed trying like them, and by like method, to catch the thunder of the guns of the brave Commodore

(Perry), and thus to divine the success of our arms. It was during the war, and shortly after the surrender of Hull, that the authorities at headquarters ordered that means be provided to forward to our little army, forage, food and other necessaries for which it was supposed they might be suffering, since the evacuation of Detroit by Gen. Hull; and I well remember that in pursuance of this order my father, as well as many of his neighbors, responded to the call by furnishing teams and sleds to convey such articles as were calculated to prevent distress, and make more comfortable our little army then encamped near the Maumee. My father furnished a team and sled for this purpose, and my oldest brother, George, then not far from fifteen years of age, was installed as driver, by the consent of my father, and in the care and under the guidance of one of my father's trusty and careful neighbors.

It was not far from the time (1819 to 1825) when the old State Bank system was in high repute, and generally regarded by the most eminent financiers as the only means of supplying a sufficient amount of circulating medium for the wants of the business of the country, which was at that time rapidly increasing. Banks of issue were being chartered and established in every place which could give promise of success.

In the early part of January (1825) I left by the daily stage (from Paines-

*The war of 1812.

ville) for Buffalo. My departure occurred near the close of the day. The ground was hard frozen, the weather very cold and dry, but clear and pleasant, and no snow. An open two-horse lumber wagon was the improvised stage, and although this was the regular line and its proper time for passing, there was only one passenger, myself, with the driver, who sat in front of me in an old split-bottomed kitchen chair, while I occupied the same kind of a seat in the centre of the wagon, the hinder part of the wagon being fully filled and crowded with Uncle Sam's mail pouches. In this way, and without a single additional passenger, we passed over the seventy-two miles distance from Painesville to Erie. It being very cold our transit was made as rapid as good and fresh horses could make it, and although our stretches were only ten miles long, we were glad enough to halt and change teams, and try to find fire and live coals enough to warm our cold fingers and feet. After reaching Erie I was transferred for the remainder of my trip to the ordinary stage coach. After leaving Erie no special event, as I recollect, impressed me, until reaching Fredonia; I remember it was early in the night, and it was here, for the first time, I had a view of lighting a village with natural gas, which to me was not only wonderful, but a great curiosity; and although the stage was not long delayed, I found time to make my way to the creek whence it was gathered, to learn, if possible, how it was brought about. It was only a few rods distant from the

hotel. I found it was gathered from the surface of the small stream by placing over its surface and place of escape a gasometer of sufficient capacity to hold the desired quantity, to which pipes were connected, leading to the various places where it was used; and if I am rightly informed, its flow remains undiminished up to the present date.

There was then in the village (of Buffalo) but one Presbyterian church and congregation, having a small wooden structure, which was weekly filled by a devout audience. It was a long, low, wooden structure of one story, and placed under the charge and care of a good, faithful and talented pastor, by the name of Crawford; and although bent over by deformity, he was highly esteemed and greatly respected for his talents and untiring labors and ability. This building was occupied for public service to the time of the erection of a much larger and more commodious brick edifice, capable of holding and comfortably seating a congregation of twelve hundred or more. This house of worship was built by funds borrowed from the old Hartford bank, on the note or notes, without other security, of the then trustees of said church and society. On the completion of the edifice the pews were duly appraised as to their relative value, and advertised and sold at public auction, and the avails appropriated and paid over by said trustees in liquidation and payment of the loan made from the Hartford bank.

When I went to Buffalo in January, 1825, the Erie Canal was near its completion. A small section of its western termination remained unfinished, by reason of unlooked for and unexpected obstacles, arising from the influx of quicksands, which were exceedingly difficult to arrest. This difficulty, however, was finally overcome, and the completion of the canal effected, so that on the 25th day of October, 1825, the canal commissioners announced its completion and readiness for use, by the firing of cannon along the line, as previously notified. The completion of the canal filled the hearts of the entire population with abounding joy, and naturally suggested the propriety of its appropriate celebration as an event of untold importance to the prosperity and commerce of the state. Hence there was inaugurated a conjoint effort all along the line of the canal and throughout the community, aided and approved by the canal commissioners, to celebrate in an appropriate manner this grand event. Among these arrangements and in aid thereof a canal packet boat was prepared and properly furnished and supplied with every Western product and curiosity which could be gathered for this purpose, among which were to be found specimens of the wild men and animals, as well as all available varieties of other products of our Western wilderness, and primitive culture, as earnests of future and greater harvests to be expected, not neglecting a barrel or so of the pure, fresh water of Lake Erie, with which to

commence the celebration and completion of the nuptials of the two oceans. Thus made ready and prepared for its sacred trip and mission, and being crowded and fully weighted with its invited guests and other renowned men and citizens of the state, who stood foremost as the originators and promoters of the canal system, the said boat proceeded slowly and deliberately along this remarkable waterway toward the great city of New York and the Atlantic ocean, amidst the shoutings and rejoicings of the people who lined its banks, and amidst the booming of cannon and the making of speeches and the congratulations of the multitude, until it reached, with its peculiar freight; the great Atlantic ocean. When there, in the bay of New York, the marriage of the two oceans was in part celebrated, with suitable thanksgivings to God, by the mingling of the fresh waters of Lake Erie with the briny deep of the great Atlantic; after which, and being liberally furnished with the salt waters of the Atlantic, the boat turned its prow Westward again, and proceeded through the great canal to Lake Erie, where the marriage received its final completion by the mixing of the salt waters of the Atlantic with the fresh waters of Lake Erie.

Sometime during this year another remarkable event also occurred, namely the visit of Gen. La Fayette, who was the guest of the nation by invitation of President Monroe. It was his last visit

to the scenes and stirring events of his earlier life in aid of the struggling colonies of the British Crown, to free themselves from the tyranny and oppression of their fatherland. He was accompanied by his son, and reached Buffalo on his way from his Western trip to Boston, to aid in laying the foundation stone of the Bunker Hill monument, in commemoration of the final success. He embarked at Dunkirk for Buffalo on the old steamer *Superior*, then running for the accommodation of travel between these places, and after a few hours reached his destination, where he had been invited to stop and receive the congratulations of the people, and enjoy in some measure if it might be, the effusions of their love and gratitude. It was here, and at this time, he met his, and Washington's, old friend, whom he had not seen until now since the close of the war—Red Jacket, the famous chief of the Seneca Indians, and the head and ruler of the Six Nations, the great Indian Confederacy. The chief drew forth from its hiding place in his bosom the medal given him by Washington, in the hour of peril, in testimony of his loyalty and constancy in the dark hours of the Revolution. On his arrival in Buffalo, La Fayette was received with appropriate respect and honor by the authorities in charge of all ceremonies having reference to his visit. He was taken by them from the boat and placed in a suitable vehicle prepared for the occasion, drawn by four span of white horses through the main streets,

amidst the shouts and welcome of a grateful people, and safely landed at the famous Eagle tavern, kept by Benjamin Rathburn, where he was to meet and receive the good cheer and welcome of the people. It was my good fortune to find myself in this great crowd of enthusiastic admirers of the greatest and truest of patriotic men. The next day after receiving the welcome of a grateful people, the great and good man took his departure, and went by the Falls of Niagara eastward, to fulfill his appointment to be present in Boston at the laying of the corner stone of the famous Bunker Hill monument.

At the period of my location in Buffalo, there was no harbor, with perhaps that of Presque Isle (Erie), and the Maumee, on the whole south shore of Lake Erie, available for entrance for any sized vessel or craft which could be entered for protection in case of bad weather or a storm. The mouths of all these streams were effectually closed against their entrance by the deposits of soil brought down by their currents and deposited at the junction of the river's current with the waters of the lake, so as to form a solid bar across the same, on which travel might safely pass, on dry ground; and it was only occasionally that this bar was washed away by some extraordinary freshet in the stream, and then only for an uncertain period. It was sure to fill up again in a short time, and thus the mouths of all the rivers may be said to

have been useless as harbors, and blocked against the entrance of any craft. This made the navigation of the lake not only difficult but extremely hazardous, endangering many valuable lives and destroying by the frequent disasters of shipwreck large amounts of property, so that it largely diminished its value as a channel of commerce. To find out and settle upon the best way to remedy this evil, and to open the mouths of these rivers for the easy and safe entrance and departure of vessels, was the thought of all who felt an interest in the commerce of the lake. The *Walk-in-the-Water*,* a fine steamer, had been built by a company and put upon the lake, largely as a matter of experiment to ascertain how a vessel of this character would behave in a storm and amid the waves, before building anything of that nature for the navigation of the Sound, or any part of ocean travel. Its action was approved, and swept aside any doubts as to the feasability of the system, as applicable to ocean navigation. After running one season or so, it was ascertained, however, that the *Walk-in-the-Water* was in some points weak and quite uncertain of endurance under the pressure of some of our lake gales, and hence liable to disaster.

* The first steam vessel on Lake Erie.

She was built at Black Rock, and never entered the harbor of Buffalo, on account of the obstructions at the mouth of Buffalo creek. In all her trips she was drawn by oxen up the rapids of the Niagara river, to the lake, as in that early day no steam vessel had sufficient power in the engine alone to propel a boat up these rapids. It was in the fall of the year, say some time in November, that, with a large load of passengers and freight, she commenced her last trip for the season, intending to proceed to Mackinaw. But after leaving, and in the afternoon of the day, one of our severe autumn storms struck her when only a few miles from Buffalo, and after a good deal of struggle, and by skillful management, she was run ashore on the beach, a little west of Buffalo harbor, and her passengers all saved, and as much of the freight as might be safely landed. She was literally broken amidships. No loss of life happened, but she lay nearly high and dry out of the water, and her wreck I have often, in later years, visited. My brother-in-law, my sister, and oldest brother were passengers on this ill-fated vessel, and often have I listened to them, in relating the incidents of this shipwreck.

WILLIAM WILLIAMS.

GENERAL KEARNY IN NEW MEXICO, IN 1846.

IT has recently been noised abroad that a secret organization is sedulously working to recapture Lower California, and it is reported that at least a thousand men connected with the civil and military departments of this secret order are now engaged in making active preparations. To place New Mexico and California under the benign influences of a government, which has conferred more benefit on man than ever flowed from any other human institution, cost the United States much treasure, and the flag of the Union will always protect the people within its boundaries.

In the fifth decade of the present century, Col. S. W. Kearny, U. S. A., then stationed at Fort Leavenworth, was ordered by W. L. Marcy, Secretary of War, to march with his command and take posession of New Mexico and California, in the name of the United States Government. In obedience to orders, Col. Kearny immediately marched with two batteries of artillery under Major Clark, three squadrons of the First dragoons under Major Sumner, the First regiment of Missouri cavalry under Col. Doniphan, and two companies of infantry under Capt. Agney. This force, called the "Army of the West," was detached in different columns from Fort Leavenworth and concentrated at a camp near Bent's Ford. The portion of the

country which they traversed was then frequented by nomadic tribes of Pawnees, Sioux, Osages and Comanches, whose range was seldom further East than Council Grove. The territory abounded also with antelope, deer, elk; and great droves of buffaloes were occasionally seen. When the army reached the waters of the Timpañ and the Los Animos, news came that the Navajoes had attacked a village near Pulvidera, and that a fight was going on when the messenger left. Capt. Moore was immediately sent with Company C to defend the inhabitants; and Col. Doniphan was ordered to make a campaign in the Navajo district to aid the people of New Mexico living on the Rio Abajo. In some of the settlements, through which our troops passed, opposition by the natives was encountered, but in no instance did they manage to intimidate our brave boys. A squadron of Mexican cavalry dashed forward, near the crossing of the Cimarron, seemingly with the intention of annihilating our little army; but the Mexicans were quickly put to flight by a charge of the First dragoons. As they appeared, mounted on diminutive donkeys, they presented a ludicrous contrast with the big men and horses of Major Sumner's dragoons. At Vermejo, a guide brought intelligence that Gov. Armijo had issued a proclamation calling all the citi-

zens to arms, and placing the whole country under martial law. He also said that two thousand Pueblo Indians and fifteen hundred Mexicans, armed to the teeth, were hourly expected, and their determination was to drive the Americans back to Fort Leavenworth. Col. Kearny was informed that resistance would be useless, and he would act wisely to get ready his white flag. Col. Kearny, with a grim smile, ordered an advance; and at this moment an aid from Gen. Armijo came dashing up with a letter which read thus: "You have notified me that you intend to take possession of the country I govern, and the people have risen in my defense; if you conquer us it will be because you, Col. Kearny, and your men, prove the strongest in battle. Stop at Sapillo and I will march to the Vegas where we can meet and negotiate." Col. Kearny sent back the answer—"Say to Gen. Armijo that we shall soon meet and I hope it will be as friends." During the night it was reported that six hundred men had collected at the pass which debouches into the Vegas, to oppose the march of Kearny's command. Early the next morning Major Swords, Capt. Weightman and Lieutenant Gilmer arrived from Fort Leavenworth bringing with them Col. Kearny's commission as a Brigadier-General in the army of the United States. They had heard that a battle was soon to be fought, and to be present and participate, they rode that night sixty miles. Entering the Vegas, Gen. Kearny was met by the chief alcalde, and some of his principal

officials, who extended their hospitality; for the reason that, according to Tacitus, more is accomplished by prudence than by force. At the interview Gen. Kearny said: "We are here to take possession of your country, in the name of the United States, and to protect you by its laws; we come, not as conquerors, but as friends, and wish to do you no injury. Henceforth you are absolved from allegiance to the Mexican government, for Gen. Armijo is no longer your Governor."

The oath of allegiance to the United States was then forced upon the alcalde, who was permitted to remain in office, after which Gen. Kearny, by rapid marches, advanced toward San Miguel and Picos. Here, from a remote period, the sacred fires of Montezuma had been burning, even up to the time when the Roman Catholic Church supplanted the ancient religion of the country. Passing through those places without opposition, Santa Fe was soon reached, the stars and stripes were raised over the palace, and a salute of thirteen guns fired from the artillery planted on an eminence overlooking the town. A reconnaissance was then made, the site of a fort selected, within six hundred yards of the heart of the town, and a small force of men was detached from the army to complete the fortification. As the work progressed the awe-stricken people gazed with wonder and amazement; for the population of the town was then only about three thousand souls, and composed of the poorest people in the province. Leaving a

small garrison at the fort, Gen Kearny continued his march, and when within a few miles from Santo Domingo, he was met by a band of mounted Indians. Their hideous bodies were adorned with the horns, skulls, tails and claws of animals. As they rode past, at full speed, they kept up a running fight, handling with great dexterity their lances, bows and arrows. A few well directed cutlass strokes, and a plentiful supply of cold lead soon forced them to seek refuge beyond the reach of carbines. Passing through San Domingo the detachment entered Bernallilo, where Gen. Kearny and his staff accepted an invitation to dine with one of the magnates. The banquet was a queer mixture of refinement and barbarism ; and the dining hall was strewn with cushions upon which the guests were expected to recline. The table was loaded with viands of various kinds, and at every cover a plentiful supply of good bread was placed. Native wine served by the host and female serfs was handed to the guests in handsome cut glass, and red peppers stuffed with mince meat was also offered; these pungent delicacies brought tears to the eyes of the Americans, but not for the sole reason that they were overcome by such courteous treatment. "Chile" is considered by Mexicans as the "chef d' oeuvre " of the cuisine, and they esteem it a necessity at grand dinners. Having enjoyed the hospitality of the Mexicans, the officers joined their commands and the troops moved forward toward Perdilla, where officers and

men were entertained by Don Jose Charvis. After a sumptuous repast, a "fandango" was given, and dancing in the style of the country was in order. The señoritas, who graced the occasion with their presence, arrived in the primitive conveyances of the country, which were boxes on wheels cut from large slabs of cotton wood. Over the boxes were spread blankets, and inside were huddled the women and their grown up daughters. While at this place orders came designating the force which was to march on to California. It consisted of three hundred dragoons under Major Sumner, and a battalion of Mormons, five hundred in number, commanded by Capt. Cook.

Col. Doniphan's regiment was to remain in New Mexico until relieved by Col. Price's regiment, which was daily expected to arrive from the United States, when Col. Doniphan's regiment was to effect a junction with Gen. Wool at Chihuahua. Major Clark's two batteries of artillery were divided ; Capt. Fisher's company was ordered to remain in New Mexico, and Capt. Weightman's company was attached to Col. Doniphan's command. The battalion of foot, under Capt. Agney, was directed to remain in Santa Fe.

Thus was the "Army of the West" divided into three columns, to operate in regions remote from each other, and never again to unite in one body.

Subsequent events are to be recorded in another paper to be presented, through these columns, at some future time.

CHARLES W. DARLING.

THE AMERICAN RAILROAD: ITS INCEPTION, EVOLUTION AND RESULTS.

XVI.

SOME STIRRING FEATURES OF A BUSY YEAR.

IN the midst of this advance movement of railroads, and moral and physical victories of railroad projectors, engineers, managers and inventors, there were forces of criticism and opposition presenting themselves, as in all improvements or reforms in the mental or physical world. One striking example of this character was furnished by an excited mob in Philadelphia in the spring of that busy year—1840—of which we now write. From a reliable authority* we learn that the Trenton Railroad Company desired to lay in that usually quiet city a single track along Front street, from the turn of that road down Maiden street to their depot in the upper part of Kensington. The matter had been fully argued in the Court of Common Pleas, and decided in favor of the company, and against such citizens as had gone into the courts to oppose; and who, when the decision was rendered in the lower tribunal, appealed to the Supreme Court of Pennsylvania. But the company were tired of delays, and started

to lay their track and by possession of the street secure nine points in the law.

When the laborers appeared in the streets and commenced to string their ties and irons, an excited crowd poured down upon them; tore up the wooden cross-pieces and rails as fast as they could be laid down; filled up excavations as rapidly as they could be made; enraged women, "forgetting their sex and sphere," as the reporter informs us, taking part and hurling stones at the railroad men. The sheriff was appealed to, and with a posse appeared and made a number of arrests. But this did not appease the anger of the people, who felt that the railroad authorities were determined to defy even the law itself by going ahead pending the appeal, and at eight or nine o'clock at night the ties and all railroad lumber that could be found lying about were collected in a heap and set on fire. The Northern Liberty Hose Company,—in those days when Philadelphia was so proud of her volunteer firemen,—turned out, but "were received with such demonstrations" as caused them "for the preservation of their appara-

*The *United States Gazette*, of March 13, 1840.

tus," to "retire from the scene." The railroad people finally concluded that patience was the better part of virtue, and agreed to take no further steps until word could be had from the Supreme Court.

Railroad openings were still celebrated with all the enthusiasm and evidences of joy of the earlier days, and the progress of the iron horse to points still further West and South was met with a profuse and vigorous welcome. The road from Wilmington, North Carolina, to the Roanoke river, one hundred and sixty-one miles in length, was completed in the early part of the year under consideration, 1840, and on March 9th the first car passed over the entire line, being met on arriving at Wilmington by "a salute of one hundred and sixty-one guns and other demonstrations of joy." The completion of the Raleigh & Gaston line, in the same state, a few days later, was hailed by the Raleigh *Register* of March 24th with an outburst characteristic of the times, and somewhat amusing, even at this late day: "*Phizz-zzz-zzz!*" This is as near as we can come in type towards expressing the strange sound which greeted the ears of the assembled population of our city on Saturday evening last. About six o'clock of that day, the first steam locomotive that ever snorted amongst the hills of crab-tree reached the limits of our city and was enthusiastically welcomed with every demonstration of joy. The bells rang, the artillery roared, and the people cheered. *Huzza! Huzza!! Huzza!!!*

The Raleigh & Gaston railroad is completed and no mistake. The passenger cars are expected here to night, and we jolly cits can now amuse ourselves with railroad incidents until the assembly meets. 'Last bell, sir; last bell! Hurry, sir; hurry, ma'am.' 'Where's my trunk? I can't go till I see my trunk—a round top kivered with flowered paper.' 'All safe, ma'am—all in the baggage car.' Phizz-zzz-zzz—ding, dong, bell—ding, dong, bell. 'Make haste, make haste.' 'Oh, my, Mr. Zeigenfuss, I've dropped my bag!' 'Get in, ma'am.' 'Gracious! you'n almost jerked my calash off my head. Please, Mr. Zig—' Phizz—clack—clack—clack—lack—lack—ack—ack—ck—ck—k—k—k—away they go!

"Magnificent enterprise! We have now ocular demonstration of *that*, which no man would have believed thirty years ago to be within the compass of human power. Truly has it been said, that the last few years have unfolded more that is novel, vast and wonderful, than the whole eighteen centuries of the Christian era." It was in this spirit of wonder and amusement mingled, that the American people received their first impressions of the locomotive, in their first personal views of its achievements.

The writer adds the information that this road was eighty-six miles in length, and had been constructed altogether by individual stockholders, the state having declined to take any part in the enterprise.

In the April following the Norwich &

Worcester road, in Massachusetts, was finished, uniting with the Boston & Worcester line, and thus, as the New York *Sun* tells us, "completes an unbroken railroad communication from Norwich to Boston, without a change of cars or baggage. In connection with a line of daily steamboats from New York to Norwich, it affords the most rapid and agreeable route between Boston and New York, at the very reasonable fare of five dollars through." In August of the same year, the city of New York began to take a deeper interest in the long contemplated line to Albany, sending committees of the common council and boards of trade and commerce over the country between the two cities, with a view to the best location of a line. "The decided action of New York in this matter is urged from the circumstance that the railroad communication between Albany and Boston is being pushed with great energy—a new impetus having been given to this latter work by the subscription made to it by the city of Albany, and by the payment, within a few days past, of the installment of one hundred thousand dollars toward it."*

Under date of June 30, the London correspondent of the New York *Courier* indicates something of the condition of railroads upon the other side of the sea. "The single exception to the general depression is in railroad properties, the value of which has recently advanced. There is to-day and tomorrow, a great opening of the lines of

* Niles' National Register, Aug. 1, 1840.

railway connecting London with Leeds and York, and on Saturday was opened a continuation of the railroad from Preston to Lancaster, besides the opening of other less important lines. All the pressure in the money market has not prevented a large speculative business in the shares of the last of these railway lines. The Birmingham & Gloucester railway company, have received six locomotive engines from Mr. Norris of Philadelphia, and the first experiment was made on Friday last; the result, according to the *Birmingham Herald*, having 'surpassed all expectations.' That steam locomotive engines should be imported from Philadelphia to Birmingham, is indeed a 'carrying of coals to Newcastle,' and one of the curiosities of the present curious age." In this connection it may be remarked that the *National Gazette* of near the same date, estimated that the income of the English railways for the year would not be less than two and one-half million pounds sterling; "from which, deducting sixty per cent. for expenses, would leave a profit of one million pounds, which at five per cent. is capable of sustaining a capital of £20,000,000."

SIMON CAMERON'S EXPERIENCE.

An interesting episode, long since forgotten, and now of no account except as showing that the outspoken frankness of a railroad director was desired no more by his associates of the last generation than it is in some cases at present, had its commencement in the early part of the year now under

discussion. Simon Cameron, afterwards United States Senator, Secretary of War, and a trusted leader of the Republican party, had testified before a committee of the Pennsylvania legislature in a manner not satisfactory to the other directors of the Harrisburg, Portsmouth, Mt. Joy & Lancaster railroad company—now a part of the Pennsylvania system—and steps were taken to express the feelings of the board in a very forcible manner. The action taken is thus chronicled by a newspaper of the day:

"The Board of Directors of the Harrisburg & Lancaster railroad company, at a meeting held on the 21st ult., formally expelled Mr. Simon Cameron, a member of it, from all association with it as a director of the company. The proceeding, which is rather novel in these days, is based on the assumption that Mr. Cameron, when examined as a witness before a committee of the House of Representatives, did take an attitude hostile to the interest of the stockholders of the company, and did endeavor to the extent of his ability to injure the character of the property of the company by untruly representing the railroad of which he was a director as dangerous to life and property. The act of expulsion is set forth under seal of the company, and is ordered to be published in the newspapers of Philadelphia, Lancaster and Harrisburg."

Through the courtesy of the venerable Senator Cameron, the writer of this has been given access to the records

of the road in question, and allowed a copy of the whole transaction, in the following words, taken from the minutes of the board of directors of the Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad Company, of March 21, 1840:

"The following preamble and resolutions on motion of Mr. Sharp were considered, and after mature deliberation were unanimously adopted:

"Whereas, The president of this company did at the last meeting of this board submit thereto a statement of the conduct of Simon Cameron, one of the directors of this company, when recently in the presence of the committee of the House of Representatives, of Pennsylvania, appointed to inquire into the condition of this company's railroad, in which the said Simon Cameron did assume an attitude hostile to the interests of the stockholders of this company, and did endeavor, to the extent of his ability, to injure the character of the property of this company by untruly representing this company's railroad to be dangerous to life and property in their transportation over it, and by protesting against the said committee being influenced in their opinion by the report of an accomplished engineer of the commonwealth, Mr. John C. Stocker, who had been appointed by the committee to examine the company's railroad, and under oath to report thereupon, did attempt to create in the minds of the committee a doubt either of his honesty or his professional ability; and

"Whereas, John Moss, Esq., a stockholder of this company, was present on the occasion referred to, and does confirm the statement above mentioned of the president; and

"Whereas, Other gentlemen were present who have, since the statement of the president and Mr. Moss has been made to the board, confirmed to the directors in every particular, these and other allegations of grossly palpable and wickedly treacherous conduct* of the said Simon Cameron towards the stockholders of this company; therefore,

"Resolved, That by this conduct the said Simon Cameron has committed a flagrant breach of the most sacred trust, by which he has forfeited the respect and esteem of his associate directors, and has rendered himself unworthy of the confidence of the stockholders of the company; and it is further

"Resolved, That this board do now expel Simon Cameron from all association with it as a director of this company, and that he be, and hereby is, deprived of the rights and privileges attendant upon the office of a director of this company.

"Resolved, That as this outrage upon the stockholders was committed by Simon Cameron upon a public occasion and in the presence of a committee of the representatives of the people, justice to the stockholders and the self-respect of the directors require that publicity

* By the severity of these words one is led to believe that Mr. Cameron must have told considerable truth of some kind about the road.

should be given to these proceedings, and it is hereby ordered that the same be attested by the president and secretary of the company with the seal of the corporation attached; and that they be published in the newspapers of Philadelphia, Lancaster and Harrisburg, respectively."

Those who know anything of Gen. Cameron's career, need not be told that he received his justification, and came out in measurable form at the end. Turning forward a few pages in the record book of that company, we come across the following, which was adopted at a meeting of the board of directors on November 18, 1841:

"Resolved, That the following preamble and resolutions be agreed to as follows:

"Whereas, The board of directors of the Harrisburg, Portsmouth, Mt. Joy & Lancaster Railroad Company, did, on the 21st day of March, 1840, pass a preamble and resolutions expelling Gen. Simon Cameron, then a member of said board of directors; and

"Whereas, Events have since occurred, and the position of the parties are now such as to justify and warrant the repeal of said resolutions; therefore

"Resolved, That the preamble and resolutions above alluded to be, and the same are, hereby repealed.

"Resolved, That the secretary be directed to endorse the preamble and resolutions expelling Gen. Simon Cameron, with red ink, in a plain and legible hand, and sign the endorsement

as secretary of the company,—*Repealed Nov. 18, 1841.*

“Resolved, That the secretary of the company be directed to transcribe the foregoing preamble and resolutions, and transmit the same to Gen. Simon Cameron, with the action of the board.”

The endorsement appears in red ink as directed, and is signed by John L. Linton, secretary of the company. Gen. Cameron was re-elected a member of the board, at a special meeting held on February 23, 1842.

B. AND O. RESULTS.

Early in September 1840, we are told by the *Keystone* that “the Emperor of Russia, by his agent, has closed a contract with Mr. Norris of Philadelphia, for two hundred locomotive engines, forty of which are to be delivered each year; for which the Emperor is to pay \$1,400,000. These engines are principally to run upon the great railroad now in construction between St. Petersburg and Moscow;” an order which speaks well for a country that imported its first engine from England only a dozen years before. A little later the opening of the Houston & Brazos road of Texas, was celebrated with the usual ceremonies; and, as if to encourage all the new ventures of steam, the pioneer Baltimore & Ohio in its fourteenth annual report, under date of October 1, comes to the front with cheering news. “The statements,” says the president, Louis McLane, “show a steady increase in the amount of trade and travel on the main stem, and a continued diminu-

tion in the cost of transportation. The latter, in consequence of the alteration in the inclined plane, and various other measures, completed and in progress, has been reduced, as compared with previous years, about one cent per ton per mile; and it will be seen that the entire expenses chargeable against the revenue since the 30th of September, 1839, are \$43,529.80 less than they were the preceding year. . . . Within the last three years nineteen and a half miles of the old track have been reconstructed with a heavy rail upon an improved plan, requiring an inconsiderable amount for repairs; the planes at Parr’s Ridge have been altered, and adapted to the use of locomotives, and the location of the road has been in many parts changed so as to avoid the most difficult and expensive curvatures. Nearly the entire line of the main stem, which from the inadequacy of the company’s resources, could not be reconstructed with the improved rail, has been readjusted and thoroughly renovated; the same improvement is now making of the remaining ten miles, for which abundant materials are already provided, and by the first of December next the whole will be substantially renewed, and in a condition of greater efficiency and durability than at any previous period. . . . In 1837 there were thirteen old locomotives; such of these as were capable of being repaired have been thoroughly refitted, and in some instances entirely renewed, and eleven new engines for the use of the main stem have been purchased. Most

of the burthen and all of the passenger cars have been thoroughly repaired, so as to adapt them to the increasing demands of the public, and a number of new cars of each description, costing together not less than \$50,000, have been constructed and are now in use." The report shows that the line is being extended from Harper's Ferry to Cumberland, as rapidly as possible. A dividend of \$2 per share was declared, and 4 per cent. on the Washington branch.

It is somewhat surprising that even at this period when the cheapness, value and usefulness of the railroad had been again and again demonstrated, there could be those high in authority who would declare for the common road as most advantageous to the public generally; yet Gov. Bagby, of Alabama, in his annual message in the fall of the year, did so declare in so many explicit words. "In deciding in favor of either of these modes,"—the canal, railway, or macadamized road—"the relative cost, advantages, conveniences, and adaptation to the condition of the country, and particularly to the productions of the sections that would be connected by it, must be taken into the estimate. Without intending to disparage or to discourage the adoption of either of the other modes, a macadamized road has, in my opinion, advantages over either of the others; although it is not improbable that, in expressing the opinion, I shall subject myself to the imputation of a retrogressive spirit, not congenial with the improvements of the age.

"The arguments which to my mind gave to this mode of improvement advantages over every other, are cheapness in the construction and repairs, greater practicability, less liability to accidents,* and greater adaptation to the convenience of the great body of the people. But the main reason in favor of macadamized road is that the country to be connected by this work with Mobile is emphatically a provision bearing region; and even if the heavy productions in which it abounds could be transported on railroads, it would have the effect of greatly enhancing the cost of transportation, and throw out of employment a considerable portion of the capital employed in raising those productions, for a considerable portion of the year. Whereas, if the other description of road be adopted, the hands, the teams, and the wagons used in making the produce could be profitably employed in transporting it to market. In fine, to repeat a sentiment that cannot be too often repeated, or deeply inculcated, it would produce 'the greatest good to the greatest number.' "

In this argument will be seen reflected that of the frocked carters of England who objected to canals in the early day, because there would be no

* The attention of Gov. Bagby should have been called to this fact, published only a few days before his message: That trains upon the Great Western Railway of England had then run 29,200,000 miles, and carried 1,500,000 passengers without *any accident fatal to a passenger*—and this, over a period of two years and three months.

further employment for their horses and themselves.

ONE MANUFACTURER'S EXPERIENCE.

In a previous portion of this work* some space has been given to the beginning and advance of locomotive building as illustrated in the life and labors of Matthias W. Baldwin, of Philadelphia. This pioneer in a great American industry had kept faithfully and steadily at work, and had made changes and added many inventions, as the demands of the growing business presented themselves and experience and experiments suggested. About the beginning of the decade of 1840-1850 it was clearly seen that the time had come for more powerful locomotives than had been in use before, and Mr. Baldwin set himself to meet that demand so far as lay within his establishment and himself. From about 1836, the period at which we left him in the preceding mention, he had made a number of changes which can be properly referred to here. These have been briefly summed up as follows, as quoted from the document described below.†

The subject of burning anthracite coal had engaged much attention. In October, 1836, Mr. Baldwin secured a patent for a grate or fire-place which could be detached from the engine at pleasure, and a new one with a fresh

coal fire substituted. The intention was to have the grate with freshly ignited coal all ready for the engine on its arrival at the station, and placed between the rails over suitable levers, by which it could be attached quickly to the fire-box. It is needless to say that this was never practised.

Up to 1838 Mr. Baldwin had made both driving and truck wheels with wrought tires, but during that year chilled wheels for engine and tender trucks were adopted. His tires were furnished by Messrs. S. Vail & Son, Morristown, N. J., who made the only tires then attainable in America. They were very thin, being only one inch to one and a half inches thick; and Mr. Baldwin in importing some tires from England at that time, insisted on their being made double the ordinary thickness. The manufacturers at first objected, and ridiculed the idea, the practice being to use two tires when extra thickness was wanted, but finally they consented to meet his requirements. All his engines thus far had the single eccentric for each valve, but at about this period double eccentrics were adopted, each terminating in a straight hook, and reversed by hand-levers.

At this early period Mr. Baldwin had begun to feel the necessity of making all like parts of the locomotives of the same class in such manner as to be absolutely interchangeable. Steps were taken in this direction but it was not until many years afterward that the system of standard gauges was perfected, which afterwards grew to be a

*See Chapter XI.

†These statements are made upon the authority of a work entitled, 'History of the Baldwin Locomotive Works, from 1831 to 1881.' Published by J. B. Lippincott & Co., Philadelphia, 1881.

distinguishing feature of the establishment. In March 1839 the records show that he was building a number of outside connected engines, and had succeeded in making them strong and durable. He was also making a new chilled wheel, which he thought would not break.

On the one hundred and thirty-sixth locomotive, completed October 18, 1839, for the Philadelphia, Germantown & Norristown railroad, the old pattern of wooden frames was abandoned, and no outside frame whatever was employed—the machinery, as well as the truck and pedestals of the driving-axles, being attached directly to the naked boiler. The wooden frame thenceforward disappeared gradually, and an iron frame took its place. Another innovation was the adoption of eight-wheeled tenders, the first of which was built at about this period.

The business of the country, as has been said, had reached a point where more power to each locomotive was needed to obtain the greatest possible results at the least possible expenditure of labor and money. It had for some years been felt that, for freight traffic, the engine with one pair of drivers was insufficient. Mr. Baldwin's engine had the single pair of drivers placed back of the fire-box, while that made by Mr. Norris had one pair in front of the fire-box. An engine with two pair of drivers, one pair in front and one pair behind the fire-box, was the next logical step, and Mr. Henry R. Campbell, of Philadelphia, was the first to carry this

design into execution. Mr. Campbell was the chief engineer of the Germantown railroad when the famous old "Ironsides" was placed on that line, and had since given much attention to the subject of locomotive construction. February 5, 1836, Mr. Campbell secured a patent for an eight-wheeled engine with four drivers connected, and a four-wheeled truck in front; and subsequently contracted with James Brooks, of Philadelphia, to build for him such a machine. The work was begun March 16, 1836, and the engine was completed May 8, 1837. This was the first eight-wheeled engine of this type, and from it the standard American locomotive of to-day takes its origin. The engine lacked, however, one essential feature; there were no equalizing beams between the drivers, and nothing but the ordinary steel springs over each journal of the driving-axle to equalize the weight upon them. It remained for Messrs. Eastwick & Harrison to supply this deficiency; and in 1837 that firm constructed at their shop in Philadelphia a locomotive on this plan, but with the driving-axles running in a separate square frame, connected to the main frame above it by a single central bearing on each side. This engine had cylinders twelve by eighteen, four coupled driving-wheels, forty-four inches in diameter, carrying eight of the twelve tons constituting the total weight. Subsequently Mr. Joseph Harrison, Jr., of the same firm, substituted "equalizing beams" on engines of this plan afterwards constructed by

them, substantially in the same manner as since generally employed.

In the *American Railroad Journal* of July 30, 1836, a woodcut showing Mr. Campbell's engine, together with an elaborate calculation of the effective powers of an engine on this plan, by William J. Lewis, Esq., civil engineer, was published, with a table showing its performance upon grades ranging from a dead level to a rise of one hundred feet per mile. Mr. Campbell stated that his experience at this time (1835-36), convinced him that grades of one hundred feet rise per mile would, if roads were judiciously located, carry railroads over any of the mountain passes in America, without the use of planes with stationary steam power, or, as a general rule, of costly tunnels, an opinion very extensively verified by the experience of the country since that date.

A step had thus been taken, to continue our extracts from the document above cited, toward a plan of locomotive having more adhesive power. Mr. Baldwin, however, was slow to adopt the new design. He naturally regarded innovations with distrust. He had done much to perfect the old pattern of engine, and had built over a hundred of them, which were in successful operation on various railroads. Many of the details were the subjects of his several patents, and had been greatly simplified in his practice. In fact, simplicity in all the working parts had been so largely his aim, that it was natural he should distrust any plan involving

additional machinery, and he regarded the new design as only an experiment at best. In November, 1838, he wrote to a correspondent that he did not think there was any advantage in the eight-wheeled engine. There being three points in contact it could not turn a curve, he argued, without slipping one or the other pair of wheels sideways. Another objection was in the multiplicity of machinery, and the difficulty of maintaining four driving wheels all of exactly the same size. Some means, however, of getting more adhesion must be had, and the result of his reflection upon this subject was the project of a "geared engine." In August, 1839, he took steps to secure a patent for such a machine, and December, 31, 1840, letters patent were granted him for the device. In this engine an independent shaft or axle was placed between the two axles of the truck, and connected by cranks and coupling-rods with cranks on the outside of the driving wheels. This shaft and a central cog-wheel engaging on each side with intermediate cog-wheels, which in turn geared into cog-wheels on each truck-axle. The intermediate cog-wheels had wide teeth, so that the truck could pivot while the main shaft remained parallel with the driving-axle. The diameters of the cog-wheels were, of course, in such proportion to the driving and truck-wheels that the latter should revolve as much oftener than the drivers as their smaller size might require. Of the success of this ma-

chine for freight service, Mr. Baldwin was very sanguine. One was put in hand at once, completed in August, 1841, and eventually sold to the Sugar-loaf Coal Company. It was an outside connected engine, weighing thirty thousand pounds, of which eleven thousand seven hundred and seventy-five pounds were on the drivers, and eighteen thousand three hundred and thirty-five on the truck. The driving-wheels were forty-four and the truck wheels thirty-three inches in diameter by sixteen inches stroke. On a trial of the engine upon the Philadelphia & Reading Railroad, it hauled five hundred and ninety tons from Reading to Philadelphia—a distance of fifty-four miles—in five hours and twenty-two minutes. The superintendent of the road, in writing of the trial, remarked that this train was unprecedented in length and weight, both in America and Europe. The performance was noticed in favorable terms by the Philadelphia newspapers, and was made the subject of a report by the Committee on Science and Arts of the Franklin Institute, who strongly recommended this plan of engine for freight service. The success of the trial led Mr. Baldwin at first to believe that the geared engine would be generally adopted for freight traffic; but in this he was disappointed. No further demand was made for such machines, and no more of them were built.

In 1840 Mr. Baldwin received an order, through August Belmont, Esq., of New York, for a locomotive for

Austria, and had nearly completed one which was calculated to do the work required, when he learned that only sixty pounds pressure of steam was admissible, whereas his engine was designed to use steam at one hundred pounds and over. He accordingly constructed another, meeting this requirement, and shipped it the following year. This engine, it may be noted, had a kind of link motion, agreeably to the specifications received, and was the first of his make upon which the link was introduced. His patent of December 31, 1840, already referred to as covering his geared engine, embraced several other devices, as follows:

1. A method of operating a fan, or blowing-wheel, for the purpose of blowing the fire. The fan was to be placed under the foot-board, and driven by the friction of a grooved pulley, in contact with the flange of the driving-wheel.
2. The substitution of a metallic stuffing, consisting of wire, for the hemp, wool, or other material which had been employed in stuffing-boxes.
3. The placing of the springs of the engine truck so as to obviate the evil of the locking of the wheels when the truck-frame vibrates from the centre-pin vertically. Spiral, as well as semi-elliptic springs, placed at each end of the truck-frame, were specified. The spiral spring is described as received in two cups—one above and one below. The cups were connected together at their centers by a pin upon one and a socket in the other, so that the cups

could approach toward or recede from each other, and still preserve their parallelism.

4. An improvement in the manner of constructing the iron frames of locomotives, by making the pedestals in one piece with and constituting a part of the frame.

5. The employment of spiral springs in connection with cylindrical pedestals and boxes. A single spiral was at first used, but not proving sufficiently strong, a combination or nest of spirals, curving alternately in opposite directions, was afterwards employed. Each spiral had its bearing in a spiral recess in the pedestal. In the specifications of this patent, a change in the method of making cylindrical pedestals and boxes is noted. Instead of boring and turning them in a lathe, they were cast to the required size in chills. This method of construction was used for a time, but eventually a return was made to the original plan as giving a more accurate job.*

As has been shown, the geared engine had not proved a success. It was unsatisfactory, as well to its designer as to the railroad community. The problem of utilizing more or all of the weight of the engine for adhesion remained, in Mr. Baldwin's view, yet to be solved. The plan of coupling four or six wheels had long before been adopted in England, but on the short curves prevalent on American railroads he felt that something more was necessary. The wheels must not only be coupled, but at the same time must be free to adapt themselves to a curve. These two conditions were apparently incompatible, and to reconcile these inconsistencies was the task Mr. Baldwin set himself to accomplish. He undertook it too, at a time when his business had fallen off greatly, and he was involved in the most serious financial embarrassments. The problem was constantly before him, and at length, during a sleepless night, its solution flashed across his mind. The plan so long sought for and which, subsequently, more than any other of his improvements or inventions, contributed to the foundation of his fortune, was his well-known six-wheels-connected locomotive, with the four front drivers, combined in a flexible truck. For this machine he secured a patent, August 25, 1842. Its principal characteristic features are now matters of history, but deserve brief mention here. The engine was on six wheels all connected, as drivers. The rear wheels were placed rigidly in the beams, usually behind the fire-box,

*In this connection may be noted the fact that, at a later day, in 1842, Mr. Baldwin, under an arrangement with Mr. Ross Winans, constructed three locomotives for the Western Railroad, of Massachusetts, on a plan which had been designed by that gentleman, for freight traffic. These machines had upright boilers, and horizontal cylinders which worked cranks on a shaft-bearing cog-wheel engaging with other cog-wheels on an intermediate shaft. This latter shaft had cranks coupled to four driving-wheels on each side. These engines were constructed to burn anthracite coal. Their peculiar uncouth appearance earned for them the name of "crabs," and they were short-lived in service.

with inside bearings. The cylinders were inclined and with outside connections. The four remaining wheels had inside journals running in boxes held by two wide and deep wrought-iron beams, one on each side. These beams were unconnected and entirely independent of each other. The pedestals formed in them were bored out cylindrically, and into these, cylindrical boxes, as patented by him in 1835, were fitted. The engine frame on each side was directly over the beam, and a spherical pin, running down from the frame, bore in a socket in the beam midway between the two axles. It will thus be seen that each side beam independently could turn horizontally or vertically under the spherical pin, and the cylindrical boxes could also turn in the pedestals. Hence, in passing a curve, the middle pair of drivers could move laterally in one direction—say to the right—while the front pair could move in the opposite direction, or to the left; the two axles all the while running parallel to each other and to the rear driving-axle. The operation of these beams was, therefore, like that of the parallel rules. On a straight line the two beams and the two axles formed a rectangle; on a curve, a parallelogram, the angles varying with the degree of curvature. The coupling rods were made with cylindrical brasses, thus forming ball-and-socket joints, to enable them to accommodate themselves to the lateral movement of the wheels.

Although the inquiry may lead us somewhat beyond the year now under

consideration, 1840, it seems proper at this point to glance ahead at the results obtained from this valuable invention, in the immediate future. The first engine of the new plan, was finished early in December, 1842, being one of fourteen engines constructed that year, and was sent to the Georgia Railroad, on the order of Mr. J. Edgar Thomson, then chief engineer and superintendent of that line. It weighed twelve tons and drew, besides its own weight, two hundred and fifty tons up a grade of thirty-six feet to the mile. Other orders soon followed; the new machine being received with general favor in the railroad world. The loads hauled by it exceeded anything so far known in railroad practice, and sagacious managers hailed it as a means of largely reducing operating expenses. On the Central Railroad of Georgia, one of these twelve-ton engines drew nineteen eight-wheeled cars, with seven hundred and fifty bales of cotton, each bale weighing four hundred and fifty pounds, over maximum grades of thirty feet per mile, and the manager of the road declared that it could readily take one thousand bales. On the Philadelphia & Reading railroad a similar engine of eighteen tons weight drew one hundred and fifty loaded cars —total weight of cars and lading, one thousand one hundred and thirty tons—from Schuylkill Haven to Philadelphia, at a speed of seven miles an hour. The regular load was one hundred loaded cars, which were hauled at a speed of from twelve to fifteen miles per hour, on a level.

In a letter written on August 10, 1844, Mr. G. A. Nicolls, superintendent of the Philadelphia & Reading, speaks of the performance of the machine as follows: "We have had two of these engines in operation for about four weeks. Each engine weighs about forty thousand pounds, with water and fuel, equally distributed on six wheels, all of which are coupled, thus gaining the whole adhesion of the engine's weight. Their cylinders are fifteen by eighteen inches. This train is hauled over the ninety-four miles of the road, half of which is level, at the rate of twelve miles per hour; and with it the engine is able to make fourteen to fifteen miles per hour on a level. Were all the cars on the road of sufficient strength, and making the trip by daylight, nearly one-half of them being performed at night, I have no doubt of these engines being quite equal to a load of eight hundred tons gross, as their average daily performance on any of the levels of our road, some of which are eight miles long."

This flexible-beam truck also enabled Mr. Baldwin to meet the demand for an engine with four drivers connected. Other builders were making engines with four drivers and a four-wheeled truck of the present American standard type. To compete with this design he modified his six-wheeled connected engine by connecting only two out of the three pairs of wheels as drivers, making the forward wheels of smaller diameter as leading wheels, but combining them with the front drivers in

a flexible beam-truck. The first engine on this plan was sent to the Erie & Kalamazoo railroad in October, 1843, and gave great satisfaction. The superintendent of the road was enthusiastic in his praises, and wrote to the manufacturers that he doubted "if anything could be got up which would answer the business of the road as well." Another was sent to the Utica & Schenectady railroad a few weeks later, of which the superintendent remarked that "it worked beautifully, and there were not wagons enough to give it a full load." In this plan the leading wheels were usually made thirty-six and the drivers fifty-four inches in diameter.

At about this period, Mr. Baldwin's attention was called by Mr. Levi Bissell to an "air spring" which the latter had devised, and which it was imagined was destined to be a cheap, effective and perpetual spring. The device consisted of a small cylinder placed above the frame over the axle box, and having a piston fitted air tight into it. The piston rod was to bear on the axle-box, and the proper quantity of air was to be pumped into the cylinder above the piston, and the cylinder then hermetically closed. The piston had a leather packing which was to be kept moist by some fluid—molasses was proposed—previously introduced into the cylinder. Mr. Baldwin at first proposed to equalize the weight between two pairs of drivers by connecting two air springs on each side by a pipe, the use of an equalizing beam being covered by Messrs. Eastwick & Harrison's patent.

The air springs were found, however, not to work practically, and were never applied. It may be added that a model of an equalizing air spring was exhibited by Mr. Joseph Harrison, jr., at the Franklin Institute, in 1838 or 1839.

The adoption of the plan of six-wheels-connected engines opened the way at once to increasing their size. The weight being almost evenly distributed on six points, heavier machines were admissible, the weight on any one pair of drivers being little, if any, greater than had been the practice with the old plan of engine having a single pair of drivers. Hence engines of eighteen and twenty tons weight were shortly introduced, and in 1844 three of twenty tons weight, with cylinders sixteen and one-half inches diameter by eighteen inches stroke, were constructed for the Western Railroad of Massachusetts, and six of eighteen tons weight, with cylinders fifteen by eighteen, and drivers forty-six inches in diameter, were built for the Philadelphia & Reading road. It should be noted that three of these latter engines had iron flues. This was the first instance in which Mr. Baldwin had employed tubes of this material, although they had been previously used by others. Lap-welded iron flues were made by Morris, Tasker & Co., of Philadelphia, about 1838, and butt-welded iron tubes had previously been made by the same firm. Ross Winans, of Baltimore, had also made iron tubes by hand for locomotives of his manufacture before 1838. The advantage found to result from the use of iron

tubes, apart from their lessened cost, was that the tubes and boiler-shell being of the same material, expanded and contracted alike, while in the case of copper tubes the expansion of the metal by heat varied from that of the boiler-shell, and as a consequence there was greater liability to leakage at the joints with the tube-sheets. The opinion prevailed largely at that time that some advantage resulted in the evaporation of water, owing to the superiority of copper as a conductor of heat. To determine this question an experiment was tried with two of the six engines referred to above, one of which, the "Ontario," had copper flues, and another, the "New England," iron flues. In other respects they were precisely alike. The two engines were run from Richmond to Mount Carbon, August 27, 1844, each drawing a train of one hundred and one empty cars, and returning from Mount Carbon to Richmond on the following day, each with one hundred loaded cars. The quantity of water evaporated and wood consumed was noted with the result shown in the following table:

UP TRIP, AUG. 27, 1844.

	" Ontario " (copper flues.)	" New England " (iron flues.)
Time running.....	9h. 7m.	7h. 41m.
Time standing at stations.....	4h. 2m.	3h. 7m.
Cords of wood burned..	6.68	5.50
Cubic feet of water evaporated.....	925.75	757.26
Ratio, cubic feet of water to a cord of wood.....	138.57	137.68

DOWN TRIP, AUG. 28, 1844.

	" Ontario" (copper flues).	" New England" (iron flues).
Time running	10h. 44m.	8h. 19m.
Time standing at stations.	2h. 7m.	3h. 8m.
Cords of wood burned..	6.94	6.
Cubic feet of water evaporated.....	837.46	656.39
Ratio, cubic feet of water to a cord of wood.....	100.67	109.39

The conditions of the experiment not being absolutely the same in each case, the results could not of course be accepted as entirely accurate. They seemed to show, however, no considerable difference in the evaporative efficiency of copper and iron tubes.

The period under consideration—following still our quotations from the work above mentioned—was marked also by the introduction of the French & Baird stack, which proved at once to be one of the most successful spark-arresters thus far employed, and which was for years used almost exclusively wherever, as on the cotton-carrying railroads of the South, a thoroughly effective spark-arrester was required. This stack was introduced by Mr. Baird, then a foreman in the works, who purchased the patent right of what had been known as the Grimes stack, and combined with it some of the features of the stack made by Mr. Richard French, then master mechanic of the Germantown Railroad, together with certain improvements of his own. The cone over the straight

inside pipe was made with volute flanges on its under side, which gave a rotary motion to the sparks. Around the cone was a casing about six inches smaller in diameter than the outside stack. Apertures were cut in the sides of this casing through which the sparks, in their rotary motion, were discharged, and thus fell to the bottom of the space between the straight inside pipe and the outside stack. The opening in the top of the stack was fitted with a series of V shaped iron circles perforated with numerous holes, thus presenting an enlarged area, through which the smoke escaped.

In 1845 Mr. Baldwin built three locomotives for the Royal Railroad committee of Wurtemburg. They were of fifteen tons weight, on six wheels, four of them being sixty inches in diameter, and coupled. The front drivers were combined by the flexible beams into a truck with the smaller leading wheels. The cylinders were inclined and outside, and the connecting rods took hold of a half-crank axle back of the fire-box. It was specified that these engines should have the link motion which had shortly before been introduced in England by the Stephensons. Mr. Baldwin accordingly applied a link of a peculiar character to suit his own ideas of the device. The link was made solid and of a truncated V section, and the block was grooved so as to fit and slide on the outside of the link.

During the year 1845 another important feature in locomotive construction, the cut-off valve, was added to Mr. Baldwin's practice. Up to that

time the valve motion had been the two eccentrics, with the single flat hook for each cylinder. Since 1841 he had contemplated the addition of some device allowing the steam to be used expansively, and he now added the "half-stroke cut off." In this device the steam-chest was separated by a horizontal plate into an upper and lower compartment. In the upper compartment a valve, worked by a separate eccentric, and having a single opening, admitted steam, through a port in this plate, to the lower steam chamber. The valve-rod of the upper valve terminated in a notch or hook, which engaged with the upper arm of its rock-shaft. When thus working it acted as a cut-off at a fixed part of the stroke, determined by the setting of the eccentric. This was usually at half the stroke. When it was desired to dispense with the cut-off and work steam for the full stroke, the hook of the valve-rod was lifted from the pin on the upper arm of the rock-shaft by a lever worked from the foot-board,

and the valve-rod was held in a notched rest fastened to the side of the boiler. This left the opening through the upper valve and the port in the partition plate opened for the free passage of steam throughout the whole stroke. The first application of the half-stroke cut-off was made on the engine "Champlain," built for the Philadelphia & Reading Railroad Company in 1845. It at once became the practice to apply the cut-off on all passenger engines, while the six and eight-wheels-connected freight engines were, with few exceptions, built for a time longer with the single valve, admitting steam for the full stroke. After building, during the years, 1843, 1844 and 1845, ten four-wheels-connected engines on the plan above described, viz., six wheels in all, the leading wheels and the front drivers being combined into a truck by the flexible beams, Mr. Baldwin finally adopted the design, to which he afterwards held, of four drivers and a four-wheeled truck.

J. H. KENNEDY.

(To be continued.)

THE RAILROAD MEN OF AMERICA.

THOMAS A. SCOTT.

Thomas Alexander Scott and the railroad system of the United States were identified in the youth of both, and grew up together. He was born at Loudon, Franklin County, Pennsylvania, on December 28, 1824, where his father kept the Stage Coach Inn. The boy learned the practical lessons of life at an early age. Almost all the

education he received was at the village school before he was 12 years of age. About that time his father died, and his mother was left with slender means for her family's support. The boy made his first venture in life as a driver on the state canal, but was soon afterwards taken into the store of Diller & Baker, who had extensive iron works in

Huntington county, and kept a company store in connection therewith. In 1839 when Gov. Porter appointed Major James Patton collector of tolls at Columbia, the latter made Scott, who was his brother-in-law, a clerk in his office. He soon became very popular in the neighborhood because of his social qualities and proved himself an excellent business man, competent to discharge the most difficult task to which he should be assigned. Major Patton left the collector's office in 1841, and was succeeded by Dr. Given, who recognized the young man's ability by raising him to the position of chief clerk, and giving him an advance of salary.

He remained in the office two years longer, and then went into business for himself, forming a partnership with Dr. Given to start a saw mill in Columbia. They secured a state contract to furnish lumber for building bridges, and for a time the enterprise was profitable, but a heavy freshet wrecked the mill and they gave up the business. While the mill was running smoothly, Mr. Scott was married to Miss Margaret Madison, of Columbia. When the mill closed he did not remain idle long, but formed a partnership with one James Vaugh to build an ice house at Wrightsville, just across the river from Columbia. They sent ice to Baltimore, and did a brisk business for a time, but this, too, proved a failure and was abandoned. Then he secured a clerkship in the office of Alexander Cummings, collector of tolls at Philadelphia, and soon

became chief clerk there. After two years here, he returned to Columbia, and took a position as Westward shipper in the great transportation house of Leech & Co., and here as elsewhere he soon made himself conspicuous by his energy and activity.

It was at this period that Thomas A. Scott entered upon the great work of his life—that of the railroad. In 1850 the Pennsylvania Railroad Company desired an agent at the Duncansville station, then the Western terminus of the road, and he was engaged for the place. From that time his life was identified with the service of that company. He very quickly made himself master of his duties, and in his somewhat responsible position gave the greatest satisfaction to his employers. He showed special judgment in the selection of his subordinates, learning men's character after a very short acquaintance, and surrounding himself with assistants on whom he could depend for intelligent and faithful service. He had great influence over all subordinates, and his quick, energetic ways set them an example which they were ashamed not to follow. He so well discharged the duties of his post that when the line was completed to Pittsburgh he was promoted to the position of superintendent of the Western division, with his office at Pittsburgh. Before this time, however, he had lost his wife, who died in April, 1855, and was buried at Columbia. In 1857 General Superintendent Lombaert resigned, on account of ill health. J. Edgar

Thomson was then president of the company, and he immediately installed Scott in the vacant position, with headquarters at Altoona. The road by this time was no longer a local affair. By the purchase of the State Railroad from Philadelphia to Columbia, it had become a through line from Philadelphia to Pittsburgh, and Mr. Scott had an opportunity to display to their full extent his accurate knowledge of men and ready mastery of situations.

Early in the year 1860, William B. Foster, vice-president of the company, died, and president Thomson again sent for Scott, whom he informed that it was intended to make him first vice-president of the Pennsylvania Railroad Company. "But," stammered Scott, taken by surprise, "I am not eligible to the place. The person elected to that position must have at least \$10,000 worth of the company's stock for six months before the election, and I do not own a single share."

"You must be mistaken," said the president quietly, "the books show that 200 shares of stock have been registered in your name for more than six months."

After that there was nothing for it but to accept the position, and from that time Thomas A. Scott was a guiding spirit in the company's affairs. After his election to the vice-presidency he met and married his second wife, Miss Riddle, a daughter of the then editor of the Pittsburgh *Commercial Journal*, and a highly accomplished lady.

In his new station he showed wonderful acumen in railroad management, and was especially noted for the accuracy and finish of the legal papers he was called upon to prepare. Trained lawyers had to admit that his articles of agreement in railroad contracts were simply perfect. President Thomson and vice-president Scott worked harmoniously together, and formed a happy combination of intellectual force. Thomson was acute of intellect, but slow in movement, and inclined to be conservative. Scott, on the other hand, was quick, impulsive and fond of brilliant moves. The two minds formed an admirable counterpoise. Thomson thought, weighed, planned and decided, after mature deliberation, schemes which Scott's impulsive nature grasped at once, and, when the word was given, quickly carried out. Scarcely was the latter fairly installed in his new office, when the president engaged him in carrying out his pet project of extending the Pennsylvania Railroad. The first step was the purchase of the Mount Joy road, running from Lancaster to Harrisburg, and from Columbia to Middletown. The road had been built by Simon Cameron, and was then owned by private persons. Its acquisition shortened the line between Harrisburg and Philadelphia, is the branch now used for passenger traffic, the old road between these two points being principally used for freight. The next move was the purchase of the Cumberland Valley Railroad, running from Harrisburg to Chambersburgh,

and then came the acquisition of the Sunbury & Erie road, now the important Philadelphia & Erie branch of the Pennsylvania. Col. Scott next secured control of the Northern Central Railway, running from Williamsport to Baltimore, and connecting both the Erie and Pennsylvania systems with the latter city.

The work of acquiring new branches and building up the Pennsylvania Railroad was interrupted in 1861, when the war broke out, and Mr. Scott was summoned to another field of labor. Almost immediately after the movement of troops was begun, Gov. Curtin called him to Harrisburgh, to act as a member of his staff, and take charge of military transportation. Here he soon brought order out of confusion, and his work brought him to the notice of Simon Cameron, then Secretary of War. The Baltimore & Ohio railroad had declined to carry troops from Baltimore to Washington, and, under pretence that its cars and engines were not safe in Baltimore, sent nearly all its rolling-stock to Martinsburg, where the rebels captured and destroyed it. This action deprived Washington of communication with the North, and Gen. Cameron telegraphed to the Pennsylvania Railroad Company asking that cars and engines be sent by water to Annapolis, to re-open communication by means of the Annapolis & Elk Ridge road. The supplies were promptly shipped under Scott's direction, but Gen. Cameron very soon found that he could not afford to waste time by this roundabout

method of procuring troops and munitions. So, early one morning he left the War Department in company with Gen. Stone, drove to the Baltimore & Ohio depot in Washington, took possession of a solitary engine and one passenger car, which he found there, and placed Stone in charge of the road. Then he sent this telegram to Scott at Harrisburg: "This department needs at this moment a man of great energy and decision, with experience as a railroad officer, to keep open and work the Northern Central Railway from Harrisburg to Baltimore, for the purpose of bringing men and munitions to this point. You are, in my mind, the proper man for this duty. Will you report to me to-morrow morning?"

Two days afterwards Scott was in Washington in charge of the transportation of troops. Gen. Butler's command was the first to reach Annapolis, and the next day Mr. Lincoln called at the War Department to ask when connection with that point would be opened. Scott replied that it was already open, and some of Butler's troops were then in Washington, while others were on the way. The President was astonished and delighted. He grasped the hand of the energetic railroad man, and exclaimed, "Then we are all right again!" During the first few weeks after the breaking out of the war, everything was in confusion at Washington, and the work of gathering an army was performed in the most available fashion, without much regard to routine or red tape. Scott worked

for a while without either rank or pay, but on May 1, 1861, he was commissioned as Colonel of the District of Columbia Volunteers in order that he might have some official standing; and on the 23d of the same month Secretary Cameron issued an order placing him in command of all the railroad and telegraph lines operated by the Government, with sole authority to act on them. Col. Scott placed Thomas T. Eckert in charge of the wires and attended to the railroads himself.

Of Col. Scott's services in these trying times, we have Gen. Cameron's personal testimony: "No other man in America, in my judgment, could have at the time fulfilled the requirements of the service as Col. Thomas A. Scott did. It needed a man of untiring energy, quick decision and great nerve to deal with the every-day requirements of the situation, and no man possessed all these qualities in such a degree as he did. It was a part of my policy at the beginning of the war not only to take and operate railroads in the enemy's country which we captured, but to build lines of railroad to follow the army, as nearly as practicable. Most of our old army officers thought this could not be done, but Col. Scott demonstrated its entire feasibility almost at the beginning of his career as military railway manager. In an infinitely short time after he came to the department, he had his office placed in telegraphic communication with all the army stations that could be reached, and with every telegraphic station in

every loyal state. He had great responsibilities and a great work to do. I had taken possession of the Baltimore & Ohio Railroad before he arrived, and it of course passed under his management as soon as he took charge. He then built a line of railroad through the streets of Washington, to the Long Bridge, so as to make a direct railroad connection with the Orange & Alexandria Railroad beyond Alexandria. In less than a month he had so systematized his portion of the duties of the department that he could tell the capacity for transportation to every division of the army. His marvelous mastery of details, connected with his business capacity, and his power to reach your judgment almost without explanation, were characteristics of his mind, which seemed to make him in every respect the greatest railroad manager that ever lived.

"When Congress met, one of its first acts was to pass a law authorizing the appointment of an Assistant Secretary of War. Up to this time Col. Scott had no position or authority other than that conferred upon him as colonel of the District Volunteers, and my order making him manager of the military railroads and telegraphs. When the law was passed creating the office of Assistant Secretary of War, the question as to the selection of a man came up in a cabinet meeting. Mr. Lincoln suggested David Davis. Montgomery Blair desired the appointment of Gen. Sherman. I said, 'No, gentlemen; what we need is a man who can deal

with railroads and the transportation of troops and munitions of war, and I have a candidate for the place whom I think you will be pleased with.' Mr. Chase said, 'Who is he?' 'Col. Thomas A. Scott,' said I. Mr. Lincoln, who had seen something of him in the department, at once said, 'I am for Mr. Scott,' and that day Mr. Scott was made Assistant Secretary of War. From the day he took control I gave myself very little concern about matters connected with his department. He was the readiest man with his figures and plans I ever met. He had been Assistant Secretary less than a month when Mr. Lincoln said to me, 'Cameron, you deserve credit for selecting such a man. He is a perfect master of the situation.'

In January, 1862, Edwin M. Stanton, who had succeeded Gen. Cameron in the War Office, sent Col. Scott to the West and the Southwest on a tour of inspection of the various camps and of the facilities for transporting troops and war material, as well as to inquire into and suggest measures to promote the efficient actions of the army, the safety of the Government, and the protection of public property. He returned in about six weeks, after nearly five thousand miles of travel, and was immediately dispatched on a similar mission in the Eastern department, with particular reference to moving the army of the Potomac westward to Cairo. This was almost the end of his connection with the Government at that time. On June 1, 1862, he resigned his position as

Assistant Secretary of War, and returned to his duties as vice-president of the Pennsylvania Railroad Company. Secretary Stanton upon this occasion said to him: "It is proper for me to express my entire satisfaction with the manner in which you have discharged your duties during the whole period of our official relation. These duties have been confidential and responsible, requiring energy, prudence and discretion, and it gives me pleasure to say that to me you have proved to be in every particular an able and faithful assistant."

With the close of his public labors, Col. Scott returned again to his office and devoted his energies to the extension and aggrandizement of the Pennsylvania Railroad. He was of great service in the difficult work of consolidating a number of lines built under charters from different states and controlled by a number of rival corporations, into the magnificent system operated by the Pennsylvania Company—a distinct organization from the Pennsylvania Railroad Company—of which he was made president long before he became president of the latter. This company was organized in 1871, and Scott was immediately made president of it, a position which he held until, in 1880, increasing infirmities made it necessary for him to lay down all his responsibilities. In addition to the heavy load he had to labor under in the effort to carry the Texas & Pacific scheme through the depression which followed the panic of 1873, Col. Scott was

at the same time the brains of the Pennsylvania Railroad, and had that business also to maintain, for President Thomson's failing health left him little ability to attend to the great affairs of the company. The next year Mr. Thomson died, and on May 27, 1874, Col. Scott was elected to the position. By this time the Pennsylvania had become the largest railway system under one management in the world. The annual meeting of 1874 was an important one, for the stockholders, rendered suspicious and distrustful by the financial crashes that were recurring all around them, appointed a committee to examine into its affairs, investigate everything, ascertain the amount of its debts, and estimate its resources. The report vindicated Col. Scott's management, and had a beneficial effect on the stock. The depression, however, continued, a series of disastrous trunk line contests began, which involved great losses in freight and passenger transportation, and in 1877 a series of disasters culminated in the destructive riots at Pittsburgh, in which the company's losses were figured at \$2,000,000. This was the last great crisis of Col. Scott's life. During the riots he took personal charge of everything; the riots were suppressed, and the credit of the road maintained; but at the next annual meeting it was found impolitic to declare a dividend, and this gave rise to another attack from Col. Scott's enemies, which, like the first, did him more good than harm.

For six years Col. Scott continued at

the head of the Pennsylvania Railroad Company and the system of lines controlled by it. During this time it was consolidated and extended, the important New Jersey system of lines added to it, its branches made to work harmoniously and unitedly, and its roadbed and rolling stock improved to the highest point known to railroad science. But the weeks of anxiety which followed the Pittsburgh outbreak were too much for the man who had done the work of two busy men during all his life and who had begun to feel the effect of the strain. A partial attack of paralysis warned him to stop and take some rest, and his associates in the company seconded the warning by giving him an unlimited leave of absence and urging him to take advantage of it. He accordingly went abroad, spent the winter at Nice, traveled leisurely over the continent and up the Nile, and came back recuperated but not fully restored. He found himself obliged to withdraw from one enterprise after another, for at this time he was president of a large number of roads, and at last retained only the presidency of the Pennsylvania, and the Texas & Pacific. Finally, on May 1, 1880, he sent to the Board of Directors of the Pennsylvania, a letter of resignation, saying: "After a service of nearly thirty years with the company I find it necessary to tender my resignation as its president, and as one of its directors, to take effect June 1." The resignation was accepted, and the long service came to an end.

Among some of the main connections of Col. Scott other than those named above, were the following: President of the Union Pacific Railroad Company; president of the Atlantic & Pacific Railroad; controlling director of the Southern Railway Security Company; a director of the Kansas Pacific and the Denver & Rio Grande; a director of the Pennsylvania Steel Company; commissioner of Fairmount Park, Philadelphia ; besides minor offices needless to enumerate here.

But the inevitable result of his life of intense activity came in a second, and yet a third, stroke of paralysis, which came on May 4, 1881. He rallied for a time, and was removed from Philadelphia to his country seat, Woodburn, near Darby, ten miles below Philadelphia. The change seemed to do him good, and he was looking forward to spending the summer in the country, when the relapse came, and the weakened frame succumbed to it. He died on the evening of May 21, 1881.

This brief sketch of Col. Thomas A. Scott's career can be closed in no more fitting manner than by quoting the language used some time before his death by his friend, Col. John W. Forney, in description of his character: "His cheerful and buoyant temper, his bright face, genial, gentle manners, and above all the readiness with which he answered every request and the

grace with which he would say no, as he had frequently to do, proved that official labors came easy and natural to him, and that the cares so sure to break down an ordinary man bore lightly upon him. It was pleasant to note how quietly he met the leaders of armies and the leaders of the Senate, and how in every circle, no matter what the theme, he was unconstrained and self-poised. Perhaps one of the secrets of his popularity was his avoidance of all political discussions. Intensely attached to his country, Col. Scott is claimed by no party, and has as many friends in one as in the other. He possesses two inborn gifts uncommon to one who has not seen the inside of a school house since his eleventh year—intuitive mathematical perception and singular ability in preparing legislation. He dispatches business with electric facility. He dictates to his shorthand reporter as rapidly as an expert, and when he rises to speak in any of the business conventions his suggestions are so many flashes of intellect, and his sentences short, terse, and clear. He is happy in the capacity of getting rid of difficult questions in a moment. One subject dropped, he seizes the other at the proper time, and is as punctual to a promise, an engagement or a contract as he is faithful to a friend."

DANIEL R. GARRISON.

Of the enterprising band of St. Louis capitalists who secured the completion of the Missouri Pacific and its southwest branch none was more ardent, self-sacrificing, or energetic than Daniel Randall Garrison. Mr. Garrison was born near Garrison's Landing, Orange county New York, November 23, 1815. His father, Capt. Oliver Garrison, owned and commanded the first line of packets that ran between New York and West Point, early in the present century before steamboats were known. Capt. Garrison was of old New England Puritan stock, and his wife was of a Holland family that settled in New York at an early day. Her connections embraced such historic names as the Schuylers, Buskirks, and Coverts.

Young Garrison's youth passed without special incident until his removal with his father to Buffalo in 1829, where he obtained employment with Bealls, Wilkinson & Co., engine-builders, with whom he remained until 1833, when he went to Pittsburgh and was engaged in one of the largest machine-shops in that city. In 1835 he removed to St. Louis.

While he was in Buffalo Daniel Webster visited the place, and young Garrison was one of three young men who presented the great "expounder of the Constitution" with an elegant card-table, as a testimonial of their indorsement of his tariff views. The table was a mosaic, composed of nearly every

description of American wood, and was accepted by Mr. Webster with flattering acknowledgments. The admiration which Mr. Garrison thus early formed for the great statesman has continued undiminished ever since.

Upon arriving in St. Louis, Mr. Garrison secured employment at the head of the drafting department in the foundry and engine-works of Kingsland, Lightner & Co., and although less than twenty-one years of age, was soon distinguished as one of the ablest and most trustworthy mechanics in the city. This engagement continued until 1840, when, in connection with his brother, Oliver Garrison, he started in business as a manufacturer of steam-engines. Manufacturing establishments in the West were comparatively few at that time, and nearly all manufactured articles were brought from the East; but coal and iron existed in abundance in Missouri, and the Garrisons reasoned that St. Louis presented many unsurpassed advantages as a manufacturing point. Their start was moderate, but as business prospered the capacity of their works was increased until nearly every kind of steam machinery then in use was made by them. Their success had a stimulating effect on other enterprises of the kind, and gave a great impetus generally to the manufacturing interests of the city. During these years Mr. Garrison worked incessantly; all the drafting of the establishment was

done by him, and every piece of work turned out passed under his personal inspection at every stage of its manufacture.

In 1848 the discovery of gold in California agitated the whole country, and a tidal wave of immigration swept westward. Believing that as the Pacific slope was settled, a large market would be created for steamboat and mill machinery, the Garrisons immediately began to manufacture for that region, and Daniel was sent to California early in 1849, to supervise the introduction of their products. He went *via* the Isthmus; and upon his arrival at Panama found the discoveries of gold fully confirmed, and he wrote to his brother Oliver at St. Louis to send on three engines immediately. These reached him in California in the fall of the year (1849), were quickly sold at a handsome profit, and were the forerunners of other extensive and profitable shipments of the kind.

One of the engines was sold to the Hudson Bay Company, and Mr. Garrison went to Oregon to deliver it. Here was displayed a signal illustration of his fertility of resource in unforeseen emergencies. On the voyage the main couplings of the engines had been lost overboard, and it was necessary that Garrison should supply them; but since to order them from St. Louis, would, in those days of slow-going sail-vessels by way of Cape Horn, have involved a protracted delay in the ordinary course of affairs, Garrison undertook to make the couplings himself.

The nearest known iron ore was on the upper Willamette, a hundred miles or so distant, and the only way to get it down to him was by means of Indians and mules. This was done, however, and when the ore arrived Garrison had a blast furnace ready and made his iron and poured his casting. This is believed to have been the first iron manufactured on the Pacific coast. He also built the boat for his engine,—one hundred and eighty feet keel, twenty feet beam and six feet hold,—also no doubt the first steamboat ever constructed on the waters of the Pacific.

Mr. Garrison returned to St. Louis in 1850, and soon after the brothers retired from the foundry, each having made an ample fortune. Daniel R. Garrison then settled down upon his beautiful farm in West St. Louis, embracing a large tract in what is now the fashionable "Stoddard's Addition." This tract was covered with woods when Mr. Garrison established himself there, and through its shady recesses he and his neighbors had often hunted deer and other game. It is now traversed by handsome avenues, and is dotted with charming residences.

After a brief period spent in the enjoyments of country life, Mr. Garrison, at the earnest solicitation of his friends and many prominent citizens of St. Louis, undertook the task of completing the Ohio & Mississippi railroad,—an enterprise partly finished, but just then in what seemed a most helpless and hopeless condition. The directory of the company embraced such

strong men as George K. McGunnegle, Judge Breeze, of Illinois, Col. Christy, Col. John O'Fallon, W. H. Belcher, H. D. Bacon and Mr. Garrison himself. The others all turned instinctively to Mr. Garrison as the one man to lift the project out of the "slough of despond." First stipulating that he should have absolute power in the premises, he accepted the trust, and ultimately succeeded in finishing the work, but not without almost herculean labors in the face of obstacles that only those intimately acquainted with the circumstances can have any idea of. To Daniel R. Garrison, therefore, unquestionably belongs the honor of having completed the first railroad that connected St. Louis with the East. The completion of the road was a marked event in the history of St. Louis, and the merchants of the city gave Mr. Garrison a magnificent service of solid silver, as a testimonial of their appreciation of his invaluable labors.

Mr. Garrison continued to manage the Ohio & Mississippi until 1858, and then left it in fine condition. Meanwhile he had become interested in the Missouri Pacific Railroad Company. When the war broke out this road was finished from St. Louis to Sedalia, where it stopped, owing to lack of money to carry it forward. The enterprise was involved in the greatest embarrassments, and Mr. Garrison was appealed to to extricate it. He refused the presidency of the road, but was made vice-president and general manager, and, armed with full powers, succeeded in complet-

ing the road to Kansas City in the face of obstructions that seemed insurmountable. The war was in active progress at the time, and in Missouri hostile armies were continually fighting for the possession of the splendid domain through which the Missouri Pacific was to run. While the road was being built, therefore, he was placed between two hostile armies, and more than once he periled his life to push forward his great undertaking. As he was an uncompromising Union man, he repeatedly received warnings that his life was in danger, but these threats did not affect his composure in the slightest degree: he kept on, and before the war was over cars were running into Kansas.

In 1869 it was desired to reduce the gauge of the road from five and a half feet to the standard gauge, and in July of that year Mr. Garrison superintended the execution of the work. So complete were his arrangements that this great feat was accomplished in twelve and one half hours without the slightest interruption to travel, over the whole distance from St. Louis to Kansas City and Atchison, a distance of 348 miles.

Mr. Garrison remained as vice-president and manager of the Missouri Pacific railroad and its connections until 1870, when he retired. In 1873 however, he was elected vice-president and manager of both the Missouri Pacific and the Atlantic & Pacific, and so remained until the sale of those great properties.

As a railroad man, Mr. Garrison had cultivated an enlarged view of the

future of the Mississippi valley, and naturally regarding iron as the base of its prosperity, he interested himself upon his first retirement from the management of the Missouri Pacific in the organization of the Vulcan Iron Works in South St. Louis, employing nearly one thousand men, and the first mill of the kind established west of the Mississippi. Very soon thereafter he and his friends built the Jupiter Iron Works, one of the largest furnaces in the world, and still later he brought about a consolidation of the two interests under the title of the Vulcan Iron and Bessemer Steel Works. For years he was managing director of these giant establishments, and conducted them with signal success. When he finally retired from the position a few months ago his employees presented him with a finely engrossed testimonial expressive of their appreciation of his kindness as a humane and thoughtful employer, and of regret that the relations between master and men, so signally pleasant in every particular, were about to be sundered.

It would be difficult to name one who has done so much for the real prosperity of St. Louis and the West as has Mr. Garrison, and there are not many who, having accomplished so much, would take so modest a view of their labors as he does of his; for he is one of the plainest and most unassuming gentlemen of which the city can boast, and yet one of the most courteous and approachable. He is tall and of robust frame, is still capable of great physical and mental endurance, and possesses

to a pre-eminent degree a "sound mind in a sound body." Upon scarcely any other man in St. Louis, and perhaps in the whole West, have rested such great responsibilities as frequently in his later career have devolved upon him. In every demand made upon him he has shown the finest executive ability. It has been justly remarked that Mr. Garrison "has compassed within his own experience an amount of beneficent enterprise and well-directed labor that, if parceled out among a score of common men, would make the life-work of each very large." All this Mr. Garrison has accomplished by sheer native energy and ability, for he is a self-made man in the most literal sense of the expression. He came to St. Louis a poor young man, and is now one of its wealthiest citizens; but his wealth is not merely in stocks and bonds; it consists also in the valued esteem of his fellow business men and the citizens of St. Louis, who gladly honor him for his unstinted labors in behalf of their city and state.

The biographical edition of Reavis' "St. Louis, the Future Great City," was dedicated to Mr. Garrison in these appropriate words:

"To Daniel Randall Garrison, a citizen great in the attributes of manhood, one who has woven out from his individuality, his superior brain and restless activity, a large contribution to the city of my theme and to my country, one who in building up his own fortunes has impressed his character upon many material interests, and who

gives promise of still greater usefulness in the future, this volume, which illustrates a fadeless hope and a profound

conviction in the future of St. Louis, is respectfully inscribed by the author."

DR. ISAAC M. RIDGE.

THE changes that have so marvelously followed each other in Kansas City in the four decades past, some of which we have already outlined, have had a living witness in the person of Dr. Isaac M. Ridge, who, as one has aptly said, "was among the first to watch the shadow of the Indian, as he was forced to take his departure south for his present home in the Indian territory." He made that place his home in 1848, and in season and out of season has been the tried and true friend of the little hamlet in which his lot was cast, of the village that succeeded it, and of the great city it has at last become.

Born in Adair county, Kentucky, on July 9, 1825, his youth was passed in Kentucky and Missouri, to which his parents had removed, and when old enough to understand the bent of his ambition and the direction of his talents, by the advice and aid of his brother, J. G. Ridge,—to whom the doctor feels that he very greatly owes the elevated place he now occupies among his fellows and in his profession—he came to the wise conclusion to devote himself to the practice of medicine. He studied under Dr. I. S. Warren, of Dover, Missouri, and he pursued the usual course at the University of Transylvania, at Lexington, Kentucky, from the medical depart-

ment of which he graduated in 1848, with the honors of his class.

He had already settled in his mind that upon the site of the present Kansas City there would eventually be built a great metropolis, and with that practical wisdom that has always been one of his distinguishing characteristics, he determined to have a part therein. He opened an office at the corner of Main street and the Levee, and entered energetically upon the practice of both medicine and surgery. As may be imagined, to use the words of one biographer of Dr. Ridge, the demands for his services were for a considerable time by no means frequent, for the Indians had their own "medicine men," and the white settlers were few indeed. But he had come to stay, and he persevered, answering such calls as came, waiting and watching for the tide of immigration to flow in this direction. The Indians were at that time numerous and troublesome, but the doctor was fortunate in cultivating their friendship to such an extent that the Wyandottes, who then occupied this portion of the country as their hunting ground, declared him in council their "pale-faced brother," and bestowed upon him the name of Little Thunder; and ever afterwards he exerted upon them a powerful influence, which extended

to other tribes that lived on the Western border of Missouri as it then was, but now is eastern Kansas. For the appellation above given, Dr. Ridge was indebted to the Walkers,—all of whom were half Wyandotte, but men of refinement and culture; men who were his particular friends and associates of the Wyandotte nation; particularly Gov. William Walker, first or provisional governor of Kansas, who was one of the most talented and educated men of his time. He indeed, was the intellectual giant of the men of Indian descent of his age. His was a friendship to be courted by all true men, and Dr. Ridge has the pleasure of knowing that he possessed it.

From 1850 to 1856 the country settled up quite rapidly, and the doctor's practice was so extensive that he was often compelled to ride from a hundred to a hundred and fifty miles in twenty-four hours.

During the memorable pro-slavery troubles that raged along the Missouri-Kansas border from 1856 to the days of the Rebellion, Dr. Ridge found himself called upon to act, in a certain measure, as a "physician of the times," as well as a healer of physical ills. He cast his lot with neither side during that series of struggles, wisely showing himself a friend to all, and using his great and effective personal influence in the healing of wounded feelings, in smoothing over personal difficulties, and in advising belligerents on both sides. But it must not be imagined from this that Dr. Ridge was wanting in

courage to defend personal friends. On more than one occasion did he prove this; and one instance of a memorable character may be recorded here. It was when the Governor of Kansas was arrested by a gang of marauding villains, who would have hanged or shot him, but for the timely interference of Dr. Ridge, who, being informed of the Governor's perilous situation, hastened to the rescue and found him in the hands of a gang of unprincipled partisans who were howling for their prisoner's blood. Dr. Ridge, who, like the man he was defending, did not know what fear was,—save the fear of wrong-doing—and who was known to the most of, if not all, the Governor's captors, defied them, and declared that only by the sacrifice of his own life at their hands, should they murder or harm his once strange friend. This act of daring is regarded by Dr. Ridge as having been a sacred privilege which all true men should be proud to extend to each other, particularly when one has been favored by services rendered in by-gone days by the one he saves.

Ex-Gov. Charles Robinson, of Kansas, is a living witness to the fact that this thrilling act of heroism in the life of Dr. Ridge, was but an act of gratitude, in return for Dr. Robinson's manliness and goodness of heart, in having traveled on horseback one stormy night in May, 1849, to administer to Dr. Ridge, who was in a collapse, and supposed to be dying of cholera. After exhausting his skill, and battling with this master of all diseases for thirty-six or forty-

eight hours, Dr. Robinson left Dr. Ridge a crazed and dying young man, and went on his journey to California. A few eventful years in California passed, Dr. Robinson returned to the East and pitched his tent in Kansas; was made Governor; and was in 1860, deemed worthy of death by that howling mob who had him prisoner; when that young man he had left crazed and apparently dying in May, 1849,—the knowledge of whose miraculous recovery had not reached him,—made his appearance in the presence of the would-be murderers, and in vehement and determined language, demanded the prisoner's release. In the words of Dr. Robinson, in a speech delivered in the National Exposition building in Kansas City, Missouri, in 1880, "honors were easy between the two Dr. R's."

These troubles of the pre-war period had hardly passed by when the troubled days of 1860 followed, and Dr. Ridge again found himself between two fires, and for a second time forced to act as mediator, this time as both friend and adviser for Unionists and Confederates. In 1861 he was the only practising physician left in the section, and was often forced at the point of the bayonet or the muzzle of a pistol to visit the sick and wounded, to administer medicine, or perform surgical operations; sometimes taken blindfolded to where his services were required, and returned in the same way to the place of starting. Those were indeed exciting times, and the doctor passed through many a thrilling scene that might be

dwell upon with romantic interest did space permit. On every hand he found opportunities to imitate the Good Samaritan, and many a luckless fellow, blue-coat and grey-coat, lives to bless him for his skill and liberality. Legitimately and through compulsion, the doctor did a business of from twenty to fifty thousand dollars during the war, for which he never received a cent; and for several years after that stormy period his practice was unprecedentedly large.

The labors of Dr. Ridge, during his years of active service in his profession, were mainly given to the demands of that profession, and he had little leisure or desire for ventures into other paths of public usefulness. He avoided rather than sought office of any kind, despite which fact his friends compelled him to serve some time as city councilman. He was also the city physician for several years, and it is a noteworthy fact that during his incumbency of that office the city passed through cholera and small-pox epidemics. He was once placed by his friends in nomination for state senator. He retired from practice of medicine about 1875, to attend to his numerous other interests that had been growing steadily on his hands. He had invested the proceeds of his extensive practice in land from time to time, in and about the city, and the growth thereof long since placed him among the wealthy men of the state.

Dr. Ridge has been for many years an ardent and devoted and prominent

Mason, doing all that lies in his power to uphold the noble principles of the order, and to advance its interests; and in more than one instance during the war did its secret but powerful influence intervene to save his life, and raise him up friends in the midst of enemies.

An instance or two of the greatest interest may be cited in illustration. The circumstances of the first have been thus related.* A woman had reported the doctor to Col. Jennison as disloyal, and the colonel sent over a squad of men to "take care" of the doctor. It was forty against one, and as a last chance he gave a Masonic sign which was immediately recognized by a young Prussian lieutenant in command, who waved his sword over his head, calling out in broken English, "Poys, shust put up dem guns; dot man ish all ridgth!" The second instance of Masonry saving the life of Dr. Ridge occurred during the Rebellion, in the winter of 1861 or spring of 1862. It will be remembered that the celebrated Col. Jennison, of Kansas notoriety, entered Missouri in the winter of 1861-62 with his regiment of marauders; and it will also be remembered that one Hoyt, of equal marauding proclivities, was his lieutenant-colonel. After a short campaign of assassination, arson, pillage, and cruel warfare against women and children, the military authorities of the Missouri district became disgusted with these miscreants and

ordered them to Shiloh, Miss. Refusing to obey the order, they marched to Leavenworth, there disbanding. After disbanding, the very accomplished young legal light, a bright son of Massachusetts, now Col. Hoyt, of Kansas, conceived the idea of putting out of existence all men and destroying all families of Missouri whom he adjudged were in any manner favorable to or in sympathy with the Southern cause or Southern people; and to accomplish this the more successfully than had heretofore been thought of, organized a lot of scapegoats—Kansians and renegade Missourians, of meaner origin, if possible, and more hated—their cruel hearts full of vindictiveness and revenge, with murder in every thought and purpose. These "hell-hounds" of earth were organized by that brave young man, Hoyt, into what is known as the "Red Leg Band," whose reputed object was to counteract similar organizations called the "Bushwackers." All good men of truth and honor who survived that bloody, murderous, unprincipled struggle on the line of Missouri and Kansas, can testify to the unheard-of, barbarous and brutal murders perpetrated by Hoyt's band of fiends. The "Red Legs'" chief, Col. Hoyt, and one of his minions, a famous citizen of Independence, Missouri, B. F. Swain, whose soubriquet was "Jeff Davis," adjudged Dr. Ridge worthy of being assassinated by their patriotic band. So these two worthies constituted themselves into a committee to execute the holy deed. Preparatory to

*These incidents are quoted verbatim from the "History of Kansas City," published by D. Mason & Co., Syracuse, New York.

the committing of their contemplatedfeat they stole round Kansas City all one afternoon in the month of December, 1861, or January, 1862, endeavoring to ascertain as best they could, the most convenient means of murdering the doctor. In their rambles on that memorable afternoon they strolled into the barber shop of one Louis Henderson, a colored man who was free-born; he was raised and educated in Ohio, but had been a resident of Kansas City some three or four years, respected by all, both white and black. These two brave men, while lounging in the chairs, concluded to amuse, and as they thought, highly elate the two colored men who were preparing to serve them, talking to each other, twitting and swearing how they intended to make the "d——d rebel doctor" dance that night, and what tortures they would inflict before dispatching him. Little did they think that Louis Henderson, one of the men they were trying to entertain so gloriously, was not only a devoted friend of the doctor they were going to murder, but a staunch Masonic admirer. The doctor always recognized Henderson as a Mason, whom he saved from trouble a short time before through his Masonic influence, as will be shown in the colloquy that took place between Hoyt and Henderson as the latter was preparing to shave Hoyt. Henderson took occasion to spend unusual time in strapping his razor, so as to satisfy himself of whom the gentlemen were talking. Finally being satisfied that Hoyt

was talking about Dr. Ridge, although neither he nor Swain had mentioned Dr. Ridge's name, Louis squared himself before Hoyt in barber style, as if to commence operations, and exclaimed: "Col. Hoyt! I observe you are a Mason," pointing to a square and compass, the insignia of a Master Mason, which Hoyt had pinned on the lapel of his coat. "Yes," replied Hoyt, "and I observe that you are one also," for Henderson wore an emblem also. "Now, Col. Hoyt," demanded Henderson, "before I shave you I demand the name of the doctor you propose to kill before sleeping to-night." Without hesitating Hoyt quickly replied: "That enemy of your race and old fiend of a rebel, Dr. Ridge," supposing this would be all right with the darkey. "Well, Col. Hoyt," said Henderson, "you may call Dr. Ridge what you please; one thing I know of him that you cannot disprove, he is a better Mason and a bigger one than you or me, and will do more for a Mason in distress than you will or could under any circumstances, without bringing into question the Mason's color, but knowing him to be worthy of assistance." As proof Henderson related a circumstance that occurred in Lexington, Mo., at the Price and Mulligan battle, where he (Louis Henderson) had been captured by Price's men and jailed for safe keeping, till he could be sent as contraband of war to the South. "Ascertaining from the jailer, who was an old acquaintance of Dr. Ridge, that the doctor was in Lex-

ington, I sent for him," said Henderson. "He took me out of jail, set me at liberty, and I returned home with him. Another case," said Henderson: "the doctor took a colored man out of Col. Bill Martin's camp at Lexington, at two o'clock in the morning, setting him at liberty. This man," continued Louis to Hoyt, "was a character whose life, as it were, hung on a slender thread, and had the men of Martin's regiment known his true name would never have held him as a prisoner of war. Col. Martin had no idea whom he was. So after my release from prison Dr. Ridge took me in his buggy to Col. Martin's camp, where we found Fields, the colored man, wanted by them, cooking for them. On alighting from the buggy, Fields approached me, and with great emotion said: 'Henderson, I must hang before sunrise to-morrow. These men of Martin's have been howling for the blood of the negro for whom Dr. Ridge was made a prisoner of war; now he will make me known, and the matter of life is over with me. Will you not approach the doctor and intercede for me?' 'Yes,' I replied, and seeking the doctor laid Field's case before him; he quickly rejoined, 'Henderson, I understand the situation; keep your mouth shut about this business, and tell Fields to do the same; no one knows him but you and myself in camp, and I will release him from his perilous position before to-morrow morning.' The next morning Fields was neither cook nor waiter for Col. Martin's

camp, but was free from his imprisonment, and far from the rebel camp." "This, sir," continued Henderson, "was the act of the man and Mason you would dispose of without giving him a show of defense or a moment's warning. Now, Col. Hoyt, you have heard me through, and I must say to you that I cannot shave you or favor you in any way whatever unless you take back your declared purpose, and pledge yourself to me that you will never molest or injure Dr. Ridge in any manner, or permit your men to." When the barber had finished his story, Hoyt raised up in the chair and exclaimed, "Louis, do you tell me as a Mason that all you have stated to me is true?" "It is, sir," replied Henderson, "and neither you nor myself, sir, could have the moral courage or the Masonic daring and goodness to have overcome wrong treatment, and have exercised such unselfish philanthropy toward a man of color, or any other nationality, as did Dr. Ridge in treatment of Fields." At this, Col. Hoyt pledged himself as a Mason to Louis Henderson, not only that he would never interfere with the doctor in any manner, but that the "Red Leg" band as a whole, should have orders to ever respect, and ever protect Dr. Ridge should they find him in peril. For two years after the doctor met these "Red Legs" in squads of from two to fifteen or twenty on many occasions when practising his profession, and can truthfully assert that they were faithful to observe in the most

punctilious manner the promise given by Col. Hoyt to Louis Henderson. Who can say that man to man cannot be true, even though one be white and the other black. "A mon can be a mon for a' that."

In 1850, Dr. Ridge was married to Miss Eliza A. Smart, daughter of Judge Smart, of Kansas City. Five children were born to this union, three of whom are still living—William E. and Thomas S. Ridge, both prominent in the business circles of Kansas City, and Mrs. Sophie Lee Lakman, also of this city. She was a most devoted wife and mother, esteemed for her noble traits of character, of unusual literary attainments; and when she was called into the higher life there were many in all circles of life to mourn her loss, and miss her many acts of quiet beneficence. In 1882 Dr. Ridge was married to Miss May D. Campbell, the talented and accomplished daughter of Bartlett Campbell, one of the best known of the business men of Cincinnati, Ohio. She is a highly cultured pianist, and as a vocalist has few superiors in this country. His home is one of the notable places in the city; internally, because of its culture, elegance and generous hospitality; and externally because of its commanding position. The site of "Castle Ridge," as it is

called, is of such altitude as to afford a wide and charming view of the city, and of the surrounding country in every direction. In the center of this beautiful elevation is the doctor's elegant residence, the designs and plans for which were all outlined by himself. The structure is in the form of a Greek cross, and in architecture combines the Tuscan and Corinthian orders, and is beautified by a mansard roof, and crowned by imposing towers and minarets.

Dr. Ridge has well earned the rest and leisure he now enjoys, and in the quiet evening of his days can look back upon a long life of labor crowned with success, and filled with deeds of good to his fellow men. Of pleasing address and courteous manners, he is a generous and warm-hearted gentleman, whom all greet with pleasure, and whom many poor and unfortunate have cause to remember with gratitude. He has contributed largely in money and influence toward the upbuilding of the city. Generous and liberal in his sentiments, enjoying the confidence, respect and esteem of the community, having good health and the capacity to enjoy the comforts his wealth can command, there are, let us hope, many years of happiness and usefulness yet before him.

EDWARD L. EAMES.

KANSAS CITY AND MANIFEST DESTINY.

III.

THE BANKS AND BANKERS.

As has been said in a previous chapter, Kansas City lacked banking facilities until 1859, when branches of the Mechanics' Bank and Miners' Bank of St. Louis, were then established for the purpose of supplying the demands of business, which the natural growth of the place and the surrounding country had greatly increased. Johnston Lykins was first president, and D. L. Shouse, cashier of the Mechanics' Bank ; and H. M. Northrup, first president, and John S. Harris, cashier of the Union Branch. Previous to the establishment of these regular institutions, depending solely upon banking for their maintenance, a banking establishment was opened in 1856 by Coates & Hood, in connection with their real estate business, and the firm of H. M. Northrup & Co., merchants, had done a small exchange and deposit business, on the second floor of their store, on the corner of Levee and Walnut streets. "These banks were sound and safe institutions," one local historian tells us, "were well managed, and were of great benefit to the city. It was rather precarious banking during the war, especially when the guerillas, Quantrell and Todd, were roaming around the country, ready to take advantage of every

opportunity to plunder a town. For this reason, but little money was kept on hand, and little business done during the troublous times. A party of these marauders made a descent on the town in 1861, and plundered the bank of H. M. Northrup & Co., and the Union Bank, taking off five or six thousand dollars in gold."

The Union Bank, above referred to, was organized in July, 1859, into which was absorbed, in 1864, the bank that Messers. Morthrip & Co.,—afterwards Northrup & Chick—had previously established. The first directors of the Union were as follows: H. M. Northrup, C. E. Kearney, Thomas A. Smart, W. H. Chick, Thomas Johnson, N. T. Wheatley, Joab Bernard, Alexander Street and Edward Perry. The president was H. M. Northrup, and cashier, John S. Harris, as already stated. The Mechanics' Branch was organized on May 1, of the same year, and began business in the June following. The directors were: J. P. Wheeler, Kersey Coates, Dr. Johnston Lykins, Joseph C. Ransom, F. Conant, William Gillis, J. C. McCoy, J. Riddlesbarger and W. J. Jarboe; and the president and cashier, as already given.

The commencement of several of the

subsequent early banks, may be briefly noted: In February, 1866, Messrs. Bernard and Mastin opened a bank which was succeeded by the Mastin Bank; and the old First National Bank was established about the same time, with Major G. W. Branham at its head. Two years later saw the reorganization of the First National by Mr. Howard, Mr. Holden as cashier. The "Watkins Bank," as the old institution established by Northrup & Co. in 1857, had come, by a transfer of interest, to be known, was consolidated with the Bank of Kansas City, on December 8, 1877. When Messrs. Northrup & Chick had disposed of this bank to Watkins & Co., in 1864, they had gone to New York, where they were engaged in the banking business. Upon their subsequent return to Kansas City, Mr. Chick became cashier of the Kansas City National Bank, which had been established in 1872, and which was afterwards reorganized as a private bank, under the name of the Bank of Kansas City, with Mr. Chick as president.

The first great blow to the prosperity and rapid advance of the Kansas City banks, came in the panic of 1873, to which a glance must be given before proceeding with this brief record. That great event and its effects are fully and aptly described by Capt. W. H. Miller, in his "History of Kansas City." "The banks of Kansas City," he tells us, "suspended payment on the 25th of September, and for a time nearly stopped all business by locking up the

funds of their customers. The action of the banks, however, was rendered necessary by the suspension of their correspondents East. At that season of the year the movement of currency was to the West, and for them to have continued would have resulted only in paying out what currency they had on hand, which would have been done in a day or two, when they would inevitably have gone into bankruptcy. The merchants had a meeting at the Board of Trade that day and adopted resolutions approving of the course taken by the banks, pledging them their cordial support in whatever efforts they might adopt to remedy the difficulty. In a few days new accounts were opened by the banks with their customers, and new checks were paid from the new deposits, the banks promising to pay the old deposits as speedily as possible. This arrangement was acquiesced in by the people, and soon business was resumed, though on a much restricted scale.

"The First National Bank was at this time one of chiefest interest to the people! At an annual election in the winter of 1872, Howard M. Holden, Esq., had been elected president, having previously been its efficient cashier. By his enterprise and liberal management he had advanced the bank to a leading position, and at this time it was the chief dependence of the live stock, packing, and grain interests, which were now considerable, for money with which to move the products of the country. It was accordingly deter-

mined by the stockholders, who were all business men of Kansas City, to strengthen it, and to that end its capital was increased from \$250,000 to \$500,000.

"The effect of this panic was to cause great depression in local improvements and town developments, attended with a decrease of population, and the city did not recover from these effects until 1876; otherwise it was an advantage, for in the depression caused in the surrounding country it led merchants to trade here much more largely than they had done before. In their depressed situation they felt the importance of buying nearer home than they had been accustomed to do, so that they might not have to carry such large stock and so that they could turn their capital oftener. For the same reason a closer market became desirable to country shippers of all kinds, which caused Kansas City markets to be more liberally patronized. The same causes affected banks, and after the panic a much larger number of banks in the adjacent parts of the country and some in Colorado and Texas, began to keep their deposits here. Hence, the effect of the panic was to cause a development of trade and the markets, and make Kansas City much more of a financial center than she had ever been before."

The next season of difficulty came when the mild, wet winter of 1877-78 had retarded the movement of grain and depressed pork-packing, the live stock market, and nearly all the other important

interests. The customers of the banks could not, therefore, meet their paper promptly, and were compelled to request unusual accommodations. A sudden shock came to the community when on January 29, 1878, the First National closed its doors without warning; its commercial deposits at the time amounting to some eight hundred thousand dollars. In a day or two there came also, from similar causes, the close of the Commercial National, adding to the excitement and increasing the financial troubles. The loss of the First National was a serious blow, not alone because of the large amount of funds thus locked up, but because of the loss of financial strength, and the disturbance of the course of business. The blow was one of considerable severity to the city; and, as one has well said, "To any other place it must have proved disastrous, and it would have been much more disastrous to Kansas City at a time when tangible wealth was less abundant with the people; but, situated at the gate to a great and populous country, its markets were filled with products which soon drew from the East the currency requisite to move them. Merchants had been unable to dispose of their winter stocks, and products were still unmarketed, and in addition to being deprived of such assistance as might ordinarily have been expected of the banks, they had to repay loans already secured which caused embarrassment, depressed the markets, depleted the currency, and stopped sundry enterprises which had

been begun or projected for the coming year. Yet the officers of the suspended banks were the recipients of an almost universal sympathy far different from the sentiments usually engendered by important bank failures, which found expressions in resolutions of confidence, and offers of aid from the live-stock commission merchants, the grain merchants, and merchants and business men generally." The effect of this shock had hardly passed away, when another came, in the failure of the Mastin Bank on August 3d, which

closed its doors with deposits amounting to \$1,300,000, of which sum about \$800,000 belonged to the commerce of the country, the rest being commercial deposits. Embarrassment from a lack of currency ensued for a time, but business soon resumed its normal tone, and went forward as usual; and one of the best evidences ever given of the financial stability of Kansas City and the energy of its people, is found in the fact that two such shocks could be sustained in one year without material and lasting harm.

JOSEPH S. CHICK.

Joseph S. Chick, who has been for many years prominently identified with the commercial and banking interests of Kansas City, can be rightfully called one of the financial pioneers of the new West; that West which lies beyond the Mississippi river, and has marvellously shown this generation, what American enterprise when allied to American courage can perform.

Mr. Chick is a native Missourian. He was born in Howard county, on August 3, 1828. His parents were Virginians. His father was a merchant, and his mother was the daughter of Mr. Joseph Smith, an importing merchant of Alexandria, before Baltimore became a rival to that once important commercial city.

In 1836 Mr. Chick's parents removed to Jackson county, Missouri, where the boyhood days of the son were passed.

When eighteen years of age he had passed through the educational opportunities open to the youth of his day, and being anxious to commence a business career, he began as a clerk in the store of Mr. H. M. Northrup, a leading merchant of Jackson county. The application of the youth was such that in 1852 he became his employer's partner.

At that early day the country west of the Missouri was owned and occupied exclusively by the Indian tribes. The house of Northrup & Chick was located at Kansas City, then within sight of Indian villages, and was a leading firm engaged in the Indian trade. The Government paid annually large amounts of money as annuities to the Indians. The commerce of the frontier was mainly confined to the Indian trade in furs, buffalo robes and government annuities. The trade across the plains with Mexico

was growing every year, and as that increased they became largely identified with it; Kansas City being a favorite starting and outfitting point for that distant land.

From 1852 to 1857 the firm of Northrup & Chick continued their business as wholesale grocers and in Indian and Mexican supplies. In 1857 the banking house of Northrup & Co. was formed; the mercantile house being continued in the name of J. S. Chick & Co.; the two gentlemen composing both firms, Mr. Northrup being in charge of the bank, and Mr. Chick the wholesale business. In 1861, Mr. Northrup went to New York to live and established the well-known bank of Northrup & Chick on Wall street. Mr. Chick continued his business at Kansas City in 1862, when the disorders growing out of the Civil War almost prostrated business on that border of Missouri and Kansas and decided him to take his family and a stock of goods to Santa Fe, New Mexico, where he remained several months. Order being apparently restored at home, he in the following spring returned and entered largely into the trade with Mexico. The country being again disturbed, the parties deemed it unsafe to continue their business at Kansas City and closed it out, Mr. Chick going to New York with his family, joining his partner, where he remained until 1874.

Messrs. Northrup & Chick were large stockholders in the New York Gold Exchange Bank. During Black Friday the bank lost largely and its

affairs being badly entangled, Mr. Chick was asked to become one of its directors, and, with his associates was instrumental in putting the bank on a solid basis, continuing in the board of directors until the stock reached par, and the object for which the bank was organized having ceased, it was placed in liquidation and the stockholders all received par for their stock.

In 1874 they returned to Kansas City, Mr. Northrup locating in Wyandotte, and Mr. Chick buying a controlling interest in the Kansas City National Bank. In November, 1875, associating with himself some of the best and most substantial men of the place, he organized the Bank of Kansas City, which was merged in the National Bank of Kansas City in 1886. Under Mr. Chick's conservative yet enterprising management these institutions have ever kept pace with the expanding commerce of the city, and the National Bank of Kansas City, with paid up capital of one million dollars, and large surplus and deposits aggregating six million dollars, is recognized as one of the most successful banking enterprises in the West. While Mr. Chick has given the greater share of his time and attention to these enterprises with which he has had direct identification and over which he has had personal control, he has been an efficient help in the upbuilding of Kansas City in other directions, and through enterprises which have felt the aid of his capital and his name. Among these the

National Loan and Trust Company, and the Kansas City Electric Light Company, may be mentioned, both of which are prominent corporations doing a large business. He gave an efficient service as president of the Board of Trade and is yet one of its directors.

"He is always," as has been well said, "in the front rank of the promoters of any project that promises to redound to the upbuilding of Kansas City or the welfare and benefit of its citizens, and he is known widely for his benevolence." His domestic life is a happy one, in the midst of his family, consisting of a noble wife, a bright and accomplished daughter—Miss Julia—in her eighteenth year; his son, Joseph,

junior; and his eldest son, Frank N. Chick, twenty-eight years old, being second vice-president of the bank, and showing in many ways that he is the possessor of many of his father's best traits of business ability and financial skill.

Mr. Chick stands to-day on the ground where his boyhood days were spent, an honored, respected citizen by all, and especially by the companions of his youth, who like himself are now advanced in life. They intrust their money to his care with implicit faith and come to him for counsel.

In all his life no man has assailed his integrity.

W. B. CLARKE.

The trite saying that the Ohio man finds his way everywhere, and has a part in all that is going on, impresses one as a truth when he passes about the country to any extent, or looks into the past of any body of men who have won success in the battle of life; for wherever he goes there is the Buckeyé, and among almost any ten who have aided in building up the West, at least one son of Ohio may be discovered.

These remarks are suggested by the fact that in Kansas City so many Ohioans have located, and among them special mention may be made of William Bingham Clarke, without reference to whom no history of finances in Kansas City could be written. Mr. Clarke was born in Cleveland, Ohio,

on April 15, 1848, the son of Aaron Clarke, formerly of Litchfield, Connecticut, and Caroline E. Bingham, of Andover, of the same state. His education was received in the excellent public and private schools of Cleveland, and at the proper age he commenced the study of law, and was admitted to the bar. But a natural financial skill, and the direction of circumstances, led him into another field of labor, but as banker, financier and capitalist he has ever found his legal knowledge of efficient use. He spent some time in two of the largest banks in Cleveland, where he acquired a practical knowledge of the business, and in 1869 paid a visit to the Northwest and Kansas in search of a favor-

able locality for engaging in banking upon his own account. He at length decided upon Abilene, Kansas, then the headquarters of the Texan cattle trade for the West, and a place of rapid growth and much promise.

It was a place, however, which yet had all the wild characteristics of the typical frontier town. But Mr. Clarke, ever strictly temperate, and wearing no weapons in the lawless community, was always treated with respect, and had no difficulty with the wild element with which he had to deal. He here located and carried on a successful and rapidly increasing business until, after the change and scattering of the cattle trade, he removed to Junction City, Kansas, and organized the First National Bank of that place, which he afterwards purchased and changed to a private banking house bearing his name.

Mr. Clarke's financial experience and knowledge led him to early see the advantages of buying bonds in all parts of the state, and negotiating them in the East, where money was plentiful, cheaper and seeking investment. He therefore established the Kansas Bond Bureau, which he has conducted for near twenty years, without the loss of a dollar to one of his clients. One episode of his career so well illustrates the character of the man, that we take space to relate it in full. Following the panic of 1873, a county upon whose bonds Mr. Clarke had advanced a large sum of money, repudiated its obligations, causing him a total loss of the

sum invested. On the heels of this misfortune came the suspension of several of his correspondents, followed by a run on his bank, which forced him to make an assignment for the benefit of his creditors. He called a meeting of the latter and made a statement of his financial condition, and the causes which led to it, and laid before them a proposition to pay them twenty-five per cent. of his indebtedness which, such was their confidence in his integrity, they accepted without a murmur and signed a full release. He was thus enabled to keep his bank open and continue his legal warfare against the delinquent county to recover the sum due him. Not long afterwards, to his own gratification, and much to the surprise of his creditors, he was enabled to declare a dividend of ten per cent. on his discharged indebtedness. At the end of seven years, having won his case through the United States Supreme Court at great expense, he collected the amount of the repudiated bonds, with interest, and at once declared a further dividend of sixty-five per cent. and interest, for the entire time depositors had been deprived of the use of their money. In his determination to discharge every shadow of obligation against him he even made good to certificate holders their losses in selling their claims, done at the moment of his suspension when the excitement was at fever heat. This way of doing business, all too uncommon everywhere, and which Mr. Clarke could not have been compelled legally to do, was widely commented

upon and discussed by the press throughout the country, no such record having ever been made by a banker before. No combination of circumstances could have inspired the public with greater confidence in Mr. Clarke, than this misfortune, and the able manner in which he extricated himself and others from its effects. After relieving himself from these moral obligations, which seemed to trouble him more than his creditors, he continued his banking and bond business with remarkable success, for he had come to be recognized as the most extensive and best informed dealer in municipal bonds in the West.

In 1886 Mr. Clarke was elected president of the Merchants' National Bank of Kansas City, in which he was already a large stockholder. He thereupon reorganized his private bank at Junction City, Kansas, into the First National Bank of that city, of which he retained the presidency, leaving its home management largely to those who had been associated with him for so many years. He then removed with his family to Kansas City, to assume the personal direction of the Merchants' National Bank, to which he imparted a perceptible and healthy impulse, which has resulted in placing it among the foremost banking institutions of the city.

Mr. Clarke has also been associated with other interests, public and private, that have had for their purpose the up-building of the community, and the commercial development of the West.

When the telephones were being introduced throughout that section of the country, his attention was directed to the utility of the new invention and he made large investments in the stock of the Missouri & Kansas Telephone Company, becoming its president. During his administration the business grew to a remarkable degree, largely covering the field indicated by its name, and the Indian territory, then already coming into prominence as a most promising and extensive section of the country contributing to the growth of Kansas City. Other important enterprises calculated to enhance the prosperity of the city and open up its tributary country, have always received his liberal and practical co-operation; and although not a resident of Kansas City for an extended period, he is already prominent in the city's financial, commercial, social and religious circles, and is helpful to all in a remarkable degree. He is a Knight Templar Mason, an executive officer of the Kansas City Club, a director of several benevolent associations, and conspicuously identified with various other interests of a charitable, social and business character. While ever interested in public questions he has been, like too many others of his class, too busy to enter the political field, and has declined several important political positions which have been tendered him. As a layman in the Protestant Episcopal Church, he has always been prominent, and still holds several offices of trust and responsibility in the diocese of Kansas, having

several times been elected delegate to the triennial conventions of the Protestant Episcopal Church in the United States.

Mr. Clarke's domestic relations are of the happiest, and his home is one of the most hospitable places in the city of his adopted home. He was married in 1876, at Junction City, to Miss Kate

E., daughter of Mr. George Rockwell, a native of Ridgefield, Connecticut, and Mrs. Catherine C. (Westlake) Rockwell, formerly of Newburgh-on-the-Hudson. They have two children, William Rockwell Clarke and Bertrand Rockwell Clarke.

EDWARD L. EAMES.

EDITORIAL NOTES.

ONE by one the landmarks of Revolutionary days are passing away. A dispatch from Sandy Hill, New York, under date of May 4th, informs us that on the evening previous the antiquated building on the boulevard, just west of the street car company's houses, caught fire and was burned to the ground. It was an historic structure. In 1775, when a body of Continentals were summoned hurriedly to relieve Fort William Henry at Lake George, which was attacked by French and Indians, they were ambuscaded by a band of Mohawk Indians and were obliged to take refuge in this building and defend themselves. An incessant fight was kept up, but the rifles of the frontiersmen played sad havoc with the Indians. When about one-quarter of the Indians were killed and wounded they reluctantly retired from the scene, leaving the Continentals in possession of the structure. About a dozen of the latter were killed and wounded. The dead were buried in front of the old structure, while the wounded were taken to the strong works at Fort Edward. The remainder, consisting of about seventy-five men, marched to relieve their comrades at Lake George, where they did valorous service.

By another dispatch, from Louisville, Kentucky, on April 29th, the information is conveyed of the death of a pioneer Indian fighter and comrade of Daniel Boone. John L. P. McCune, who was the oldest man in Clark county, Indiana, died a short time previous at the home

of his daughter, Mrs. C. C. White, at Charlestown. He was a native of Jessamine county, Kentucky, and was born March 5, 1793. He served in the war of 1812. He participated in the battle of Tippecanoe, and was in the fight at Thames, October 15, 1813, where he saw Tecumseh fall. With Daniel Boone he was on the most intimate terms of acquaintance, and made many Indian raids with him. After settling at Charlestown he learned the trade of shoemaking and followed it for a living, making footwear for many of the most famous lawyers, judges, doctors, and other professional men of the early history of Indiana. When Gen. William Henry Harrison visited Charlestown Mr. McCune, who had heard of his coming in advance, made an exceedingly fine pair of boots for him, which were presented to the old warrior. In his day Mr. McCune was a great fiddler, and upon a still evening the notes from his violin could be heard all over the town, as he sat in his front door playing upon his favorite instrument. He was a familiar figure at the annual meeting of the old settlers, and was always down on the programme for an exhibition of his skill on the violin. At these gatherings he invariably played two pieces, which were his favorites, "Washington's Wedding March" and "Martha Washington's Lamentations." At the meeting last fall he attempted to carry out his part, but his strength had so failed him that only the faintest sound could be heard as his stiffened arm drew the bow across the strings of his

fiddle. A few years since his wife died. This was a great shock to him, and so sure was he that he would soon follow that he made all preparations for his death, even to buying and having set up his tombstone, with all of the engraving done upon it but the date of his death. It is located in the extreme western portion of the Charlestown Cemetery, and attracts the eye of every stranger who enters the ground. The peculiar part of it is a small type of Mr. McCune, which is surrounded by a glass-covered frame and set in the marble. He is dressed in his shop garb, and on his knee is a partially mended shoe, while in his hand is a hammer. The peculiar attitude and the fact that a live man had his picture adorning the tombstone which was to mark his grave was frequently commented on.

GEN. WILLIAM S. HARNEY, the then oldest officer of the United States army, died at Orlando, Florida, on May 9th. He was born in 1800, and was a soldier during his entire active life. He was appointed second lieutenant in the Nineteenth United States Infantry from Louisiana when he was eighteen years old. He distinguished himself in the Black Hawk and Florida wars, commanded several expeditions into the Everglades, and in 1840 was brevetted Colonel "for brave and meritorious services." In the Mexican war he was mentioned for his bravery at Medellin, and was brevetted Brigadier General for his bravery at Cerro Gordo. He completely defeated the Sioux on the Platte River in 1855, and in 1858 was placed in command of the Department of Oregon. In April, 1861, he was assigned to the command of the Department of the West, and while on his way to Washington was arrested by the Confederates at Harper's Ferry and taken to Richmond. He was urged by Southern leaders to join their cause, but he stoutly refused. He was soon released, and shortly after, in St. Louis, he issued several proclamations warning the people of Missouri against the dangers of secession. In May, 1861, he made an agreement with Gen. Price to make no military movement as long as peace was maintained by the state authorities.

He was soon after relieved of his command, placed on the retired list in 1863, and in 1865 was brevetted Major-General "for long and faithful service." In 1879 he removed from his home at Mount Olive, Missouri, to Pass Christian in Louisiana, where he purchased a handsome villa.

SPECIAL commendation must be given to an idea to be put into execution by the Oneida Historical Society, of Utica, New York, during the coming autumn and winter. This is the annual lecture course of the society, the main purpose in this instance being the collection and publication of a series of papers upon the Governors of New York. The subjects as so far arranged are classified as follows: "Life and Administration of Gov. Fletcher," by Gen. J. Watts De Peyster; "Life and Administration of Gov. Tompkins," by Col. Walter B. Camp; "Life and Character of Gen. Alexander Hamilton," by Col. Edward Cantwell; "Early History of Hamilton College," by Prof. Edward North; "Biographical Sketch of Judge Williams," by Hon. A. T. Goodwin. Declinations, for good and sufficient reasons, have been received from ex-President Grover Cleveland, Hon. B. J. Lossing, Rev. Anson J. Upson, D. D.; Rev. Dr. E. Dodge, President of Madison University, and Hon. G. S. Conover. Other parties are yet to be heard from, and the lecture course bids fair to be one of the most brilliant ever given in the city of Utica.

ON the evening of May 15th a special meeting of this society was held, on which occasion Mr. A. A. Graham, secretary of the Ohio Archaeological and Historical Society, gave an illustrated lecture on "Early Northwestern History." Maps were exhibited showing outlines of the Northwest, and explaining the course pursued by the early French discoverers, and the forts which they constructed along the Mississippi and Ohio rivers. The lecturer also traced the pioneer movement from the Eastern states, and threw upon the canvas pictures of the early settlements, of forts, and of the men who were prominent in the history of Ohio. Many inter-

esting facts and incidents relating to this history were given, and at the close of the lecture a vote of thanks was tendered to Mr. Graham. A vote of thanks was also tendered to the widow of the late Hon. Roscoe Conkling, for a portion of Mr. Conkling's library, which she generously donated to the society. A large number of resident members were elected; and W. T. Tisdale, Dr. E. C. Mann and Prof. B. S. Terry, of Madison University, were elected corresponding members.

WHEN Hon. Ellis H. Roberts, LL.D., was appointed Assistant Treasurer of the United States, it was thought that he would feel compelled to relinquish the presidency of the Oneida Historical Society, and would doubtless have done so had he not been persuaded that the work attached to the position could be as well performed as others, as if the title of chief executive should pass from the one by whom it is so worthily held. A precedent for such course was found in the case of Horatio Seymour, who held the office long after he was able to give his time to it, a vice-president taking charge in his absence. Mr. Roberts was urged to this course, among others, by Gen. C. W. Darling, the efficient secretary of the society, who would doubtless have become his successor had he resigned. Certainly no more worthy or deserving successor could have been found, and all who know him or his work will heartily endorse these words from a Utica exchange: "If, then, their president shall feel constrained to hand in his resignation, the local historians will be confronted with the necessity of selecting another leader. In their ranks there are many able to adorn the office and discharge its duties creditably. But there is one among them who outshines them all, who is a historical giant among historians, and whose frequent contributions to the secular press bristle with accurate chronological information. . . . He is the author of several short histories privately printed. He has been faithful in his service to the Oneida Historical Society, and as its corresponding secretary has excelled all others in zeal and industry. As he is at

present out of the city it is incumbent upon his friends to see that he is accorded the promotion which is his due. There should be but one ticket for president of the Oneida Historical Society, and it should bear in letters of gold the name of Gen. Charles W. Darling."

GEN. DARLING is the writer of an article in this issue of the MAGAZINE upon the expedition, headed by Gen. Kearny, to New Mexico, in the troubled days of 1846. It is an interesting contribution to the history of that period, and is to be followed—soon we hope—by one or more supplementary papers in the same direction.

GEN. DARLING makes mention of the part played by Col. A. W. Doniphan in that memorable expedition. Doniphan was, in a military way, a noted figure in his day and section, and has been so often mentioned in connection with the Mormon difficulties at Far West in 1838, that many believe that his part therein is his chief claim to historical mention. These generations have not been left without some knowledge of him, as the work quoted below* bears evidence. The author possessed a warm admiration for his hero that shines steadily through his sometimes turgid and wearisome style, and suggests that Doniphan possessed sterling qualities to command such steady respect and praise. We are given a glance at his character through this somewhat classical quotation: "When anyone inquires of Col. Doniphan why he does not choose to live in a more considerable town than Liberty (Missouri), he gives them Plutarch's reply, 'If I should remove hence, the place would be of

In 1848 there was published a now rare work entitled: "Doniphan's Expedition; Containing an Account of the Conquest of New Mexico; Gen. Kearney's (spelled in this case with an extra e) Overland Expedition to California; Doniphan's Campaign against the Navajos; his Unparalleled March upon Chihuahua and Durango; and the operations of Gen. Price at Santa Fe. With a Sketch of the Life of Col. Doniphan, illustrated with Plans of Battle Field and Fine Engravings." By John T. Hughes, A. B., of the First Regiment of Missouri Cavalry. Cincinnati. Published by J. A. and U. P. James, 1848.

still less note than it now is.' Like Epaminondas, the great Boetian, Col. Doniphan has mostly lived in a house neither splendidly furnished, nor painted, nor whitewashed, but plain as the rest of his neighbors. While commanding the army, Col. Doniphan rarely wore any military dress; so he could not be distinguished, by a stranger from one of the men he commanded. He fared as the soldier and often prepared his own meals. Any private man in his camp might approach him with the greatest freedom, and converse on whatever topics it pleased him; for he was always rejoiced to gain information from anyone, though a common soldier. Whoever had business might approach his tent and wake him, when asleep, for he neither had a bodyguard nor persons to transact his business for him."

THE Colonel's rather important part in the Mormon difficulties is touched upon lightly: "He has long and honorably held the office of Brigadier-General in the militia of Missouri. In 1838 Gov. Boggs ordered a strong military force to proceed to Far West, the headquarters of the Mormon sect, and quell the disturbances and insurrectionary movement which had been excited by the Great Prophet, Jo Smith. This fanaticism and insubordination threatened to embroil the whole country. In a short time troops were in motion from all parts of the state. Military preparations were being actively pushed forward by the Prophet to meet the emergency. A sanguinary slaughter was expected to ensue. Gen. Doniphan, with his brigade (belonging to the division of Major-Gen. Lucas), rendered important service in overawing the insurgent forces and quelling the disturbance without bloodshed. This was Gen. Doniphan's first campaign."

DESPITE this "campaign," the Mormons and Col. Doniphan and his men became comrades under the same banner in the expedition the book describes: "Also about this period," to quote from pages 134 and 135, "Capt. Allen of the First Dragoons, acting under instructions from the War Department, proceeded to the

Council Bluffs, where the Mormons had been collecting for several months with the view to make a settlement, and there raised a body of five hundred Mormons, all volunteer infantry. This body of troops also rendezvoused at Fort Leavenworth, and having been outfitted, commenced its march, soon after the departure of Col. Price for the shores of the Pacific, a distance of 1,990 miles, where, having served to the expiration of one year, they were to be paid, discharged and allowed to found settlements and bring their families. They were to proceed first to Santa Fe, and thence to California, following the route of Gen. Kearney."

"THIS Mormon battalion consisted of five companies lettered A, B, C, D and E respectively, under Captains Hunt, Hunter, Brown, Higgins and Davis, commanded by Lieut.-Col. Allen; Dykes being adjutant, and Glines sergeant-major. It was attended by twenty-seven women for laundresses, and was mustered into the service on the 16th of June. Lieut.-Col. Allen, having delayed at the fort a short time after the companies began to march, to forward some supplies, was taken suddenly ill, and expired shortly afterwards on the 22d of August. . . . The Mormons were then conducted to Santa Fe by Lieut. Smith of the First Dragoons."

THE Ohio Society of New York City was formed in 1885 by a few leading citizens of New York City who claimed at some time of their lives residence in Ohio. In a short time it was found that there were many active business and professional men in the city whose home had been in Ohio, so that at this time there are upwards of 300 members in the society, which is constantly growing. A marked feature of the society's meetings is the recall and revival of memories and history connected with the Buckeye State. A few evenings ago Mr. A. A. Graham, of Columbus, secretary of the Ohio Historical Society, by invitation addressed the society. He gave what he most aptly termed a "Familiar Talk" about early Northwestern history. The talk was illus-

trailed by some sixty stereoptican maps and views, showing the discoveries, explorations and claims of the various powers of the Old World in America—especially relating to the Northwest. Pictures of the prominent explorers, such as La Salle, Cartier and others were shown as well as those of the American period with the early American posts and sta-

tions. In addition to these Mr. Graham gave many views connected with the early settlement of Ohio, especially those illustrating the "Ohio Company" and its founders. The talk was full of reminiscences, of biographical, historical and topographical information, and was, by all who heard it, pronounced to be one of the most interesting given before the society.

AMONG THE BOOKS.

"HISTORICAL COLLECTIONS OF OHIO, in two volumes. An Encyclopaedia of the State; History, both General and Local; Geography, with descriptions of its Counties, Cities and Villages; Its Agricultural, Manufacturing, Mining and Business Development; Sketches of eminent men and interesting characters, etc., with notes of a tour over it in 1886. Illustrated by about five hundred engravings. Contrasting the Ohio of 1846 with 1886-88. From drawings by the author in 1846 and photographs taken in 1886, 1887 and 1888 of cities and chief towns, public buildings, historic localities, monuments, curiosities, antiquities, portraits, maps, etc. The Ohio Centennial Edition." By Henry Howe, author of "Historical Collections of Virginia," etc. Published by Henry Howe & Son, Columbus, Ohio.

This extended title has been quoted because it presents in condensed form, an admirable description of the contents of Vol. I. of the Collections now before us. Mr. Howe has fulfilled all the promises he made during the preparation of this work, and has furnished a valuable supplement to the volume of Collections that has held so important a place in Ohio historical literature during the past forty years. The foundation of the present work was laid over forty years ago, when Mr. Howe visited every county in the state in order to prepare his first history of Ohio. For several years past he has been journeying again from county to county, and he treats each separately in his new history, with many wood-cuts and photogravures of the Ohio towns of 1846 contrasted with their appearance now. Mr. Howe has gone direct to the people, and much of his material is from the lips of pioneers, while his pictures are fresh

and taken on the spot. The first edition of the "Historical Collections of Ohio" was published in 1847, and is the best review we have of the features and conditions of the state at that period. Its pictures had not the modern elegance, but they were faithful wood-cuts from drawings made by Mr. Howe. The author wrote then in his preface: "The task has been a pleasant one. As we successively entered the various counties we were greeted with the frank welcome characteristic of the West." In his new work Mr. Howe says in the introduction: "When, in 1847, I had written the preface on the preceding pages, I could little imagine that forty years later I should make a second tour over Ohio and put forth a second edition. Not a human being in any land that I know of has done a like thing." Ohio in that year had but twenty-three men of native birth in its 107 legislators. "Only four years before had the state given its first Governor in the person of Wilson Shannon, born in a log cabin down in Belmont county, in 1802, and to be soon thereafter a fatherless infant, for George Shannon, whose son he was, in the following winter, while out hunting got lost in the woods in a snow-storm, and, going around in a circle, at last got sleepy, fell and froze to death. The present Governor, J. B. Foraker, that very year of my tour, was born in a cabin. The very State Capitol, as shown on these pages, in which the Legislature assembled, was a crude structure that scarce any Ohio village of this day would rear for a school-house." "Throughout are occasionally introduced traveling notes, so that it should combine the

four attractions of history, geography, biography and travels. . . . One effect of my work will be to increase the fraternal sentiment that is so marked a characteristic of Ohio men wherever their lot is cast, and that leads them to social sympathy and mutual help. And if we look at the sources of this state love we will find it arising from the fact that, Ohio being the oldest and the strongest of the new states of the Northwest, by its organic law and its history has so thoroughly illustrated the beneficence and power of that great idea embodied in the single word Americanism."

The introductory articles in the first volume occupy 221 pages, and form a "symposium" of special articles, embodying a summary of leading historical facts with the latest scientific research in the state. First comes an outline of history; then a general description of Ohio, by Frank Henry Howe, a son of the author. The next two articles have a high scientific interest. They are the "Geography and Geology of Ohio," by Professor Edward Orton, the State Geologist, and "Glacial Man in Ohio," by Prof. G. Frederick Wright. Dr. Norton S. Townshend, Professor of Agriculture and Veterinary Science in the Ohio State University, writes a terse "History of Agriculture in Ohio." Andrew Roy, late State Inspector of Mines, makes a summary on "The Mines and Mining Resources of Ohio." It is followed by papers on the "Pioneer Engineers of Ohio," by the late Col. Chas. Whittlesey; on "Early Civil Jurisdiction, South Shore of Lake Erie," and "The State of Ohio; Sources of Her Strength," by the same writer; "The Public Lands of Ohio," by John Kilbourne and Col. Whittlesey; "History of Educational Progress in Ohio," by Prof. George W. Knight, of the Ohio State University; "Ohio in the Civil War," by General John Beatty; "Roll of the Members of the Ohio Commandery of the Loyal Legion of the United States," with an introductory sketch giving the history and patriotic objects of the Order, by Col. E. C. Dawes and Capt. Robert Hunter, of Cincinnati; a list of Ohio officers, State and National, since 1788; a sketch of "The Ohio Society of New

York;" "A Glance at Ohio History and Historical Men," by James Q. Howard; "The Work of Ohio in the U. S. Sanitary Commission in the Civil War," by M. C. Read; "Why Ohio is called the Buckeye state," by Wm. M. Farrar; "Inspection of Workshops and Factories of Ohio," prepared by Frank Henry Howe from the reports of Henry Dorn, Chief Inspector for the state; and the text of the Ordinance of 1787.

Following these ably prepared preliminary articles, the main body is reached. Each county, in alphabetical order, is taken up and sketched in history, physical features, progress since settlement, and industrial condition. The narratives of pioneers are often reproduced in condensed form, and the legends and traditions are mentioned. Mr. Howe adds some genial traveling notes of his two long journeys through Ohio forty years apart. The illustrations show the immense development of the state since 1746. The articles on the counties are far from being the usual dry and conventional synopsis. They are remarkably fresh and interesting. The verdict of all who have examined Vol. I. is that Mr. Howe has obtained a new lease of fame and won a field of historic usefulness that shall be permanent in Ohio historic literature. The older generation who were instructed and edified by his former work, can best appreciate the value of the new, but that value will be seen and appreciated by the thoughtful reader of any age. Vol. II. will be awaited with renewed interest.

"THE NUN OF KENMARE: An Autobiography." Published by Ticknor & Co., Boston.

This life-story of Sister M. Francis Clare Cusack, late Mother-General of the Sisters of Peace, by no means loses interest from the fact that it is the expression of a class of women who work rather than speak, and who suffer rather than utter any plaint in the ear of the world. In her prefatory address to Pope Leo XIII. the writer says: "I am now publishing in a volume an account of my life. The facts and documents which I shall print will show how groundless are the charges which

have been made against me by these influential ecclesiastics, and will show that I was not unworthy of the honorable position to which your Holiness appointed me." The key-note of her exposition of the troubles she was forced to face in establishing a new order in America, is found in the extract she gives from Cardinal Newman's celebrated "Apologia Pro Vita Sua:" "For twenty years or more I have borne an imputation, of which I am at least as sensitive, who am the object of it, as they can be who are only the judges." And in the headings of the first chapter a flood of light is thrown upon her purpose: "Why this book was written.—The immediate cause of my giving up the work which the Holy Father authorized me to do.—Constant and irritating interference on the part of Archbishop Corrigan.—I am required to apologize for what I did not do, and when my apology is offered it is not accepted." The personal story is pleasantly told, and throws many unpremeditated side-lights upon the life to which her choice of labor led. Her reception into the Roman Catholic Church, life at Newry and at Kenmare, work at Knock, trip to England and Rome and at last America, her work and troubles here—all these are simply yet graphically told, with a touch of personal sympathy that holds the interest of the reader to the end.

"HOURS WITH THE LIVING MEN AND WOMEN OF THE REVOLUTION: A Pilgrimage." By Benson J. Lossing, LL.D., author of "Pictorial Field Book of the Revolution," "The War of 1812," "The Civil War in America," etc. Published by Funk & Wagnalls, New York.

This book has been prepared carefully, both as to its literary and mechanical effects, and is one of the most attractive of the season. Printed on extra heavy and double calendered paper, ornamented with forty illustrations, and bound in beautifully stamped cloth, it has seldom been surpassed on the line of literary taste. As to the intrinsic merit of this work, the name of its author, the celebrated historian, might seem to be a sufficient guarantee. Charming in style, sweeping a wide field, discussing lofty themes, and pervaded with the spirit of true patriotism,

it fairly bristles with life. Each of its twenty-one chapters has all the vivacity of a romance, while its value is enhanced by the reality of its characters and the reliability of its statements. As early as 1848, Dr. Lossing conceived the idea of making an extensive pilgrimage, for the purpose of visiting places of historic interest and conversing with living witnesses of the old Revolutionary scenes, before their rapidly diminishing numbers were all swept away by the steady march of time. In pursuance of this plan, he spent many months and travelled about 9,000 miles through our thirteen original states, as well as portions of Canada. The facts and reminiscences collected on that extended journey—with eyes and ears wide open and an artistic pencil in hand—supplied excellent and ample material for two books. One—"Pictorial Field Book of the Revolution"—was published years ago. Its companion, fresh from the press, is the book now under consideration. We can conscientiously recommend it for family reading.

"AN ESSAY ON THE AUTOGRAPHIC COLLECTIONS OF THE SIGNERS OF THE DECLARATION OF INDEPENDENCE AND OF THE CONSTITUTION. From Vol. X. Wisconsin Historical Society Collections. Revised and enlarged." By Lyman C. Draper, LL.D. Published by Burns & Son, New York.

Dr. Draper is well qualified for the preparation of a work of this character. Many years' experience in gathering, in behalf of the State Historical Society of Wisconsin, a set each of the autographs of the signers of the Declaration of Independence and of the Constitution, led him to realize the patience and perseverance necessary in making such collections, and strongly impressed upon him their value as illustrating the early history of our country. In the study of the question, and in unearthing and seeking out the autographs desired, he was led to a vast amount of knowledge of a fragmentary nature, which he has here brought together, making a work unique in character and full of odds and ends of heretofore unclassified information. He furnishes, in short, an account of the slow but steady growth in this country of this beautiful and inspiring employ-

ment, the collection of historic autographs; and notes the collections extant, complete and incomplete, exhibiting the great labor of bringing them together, and institutes, to some extent, a just comparison of their relative strength, historic importance and intrinsic value.

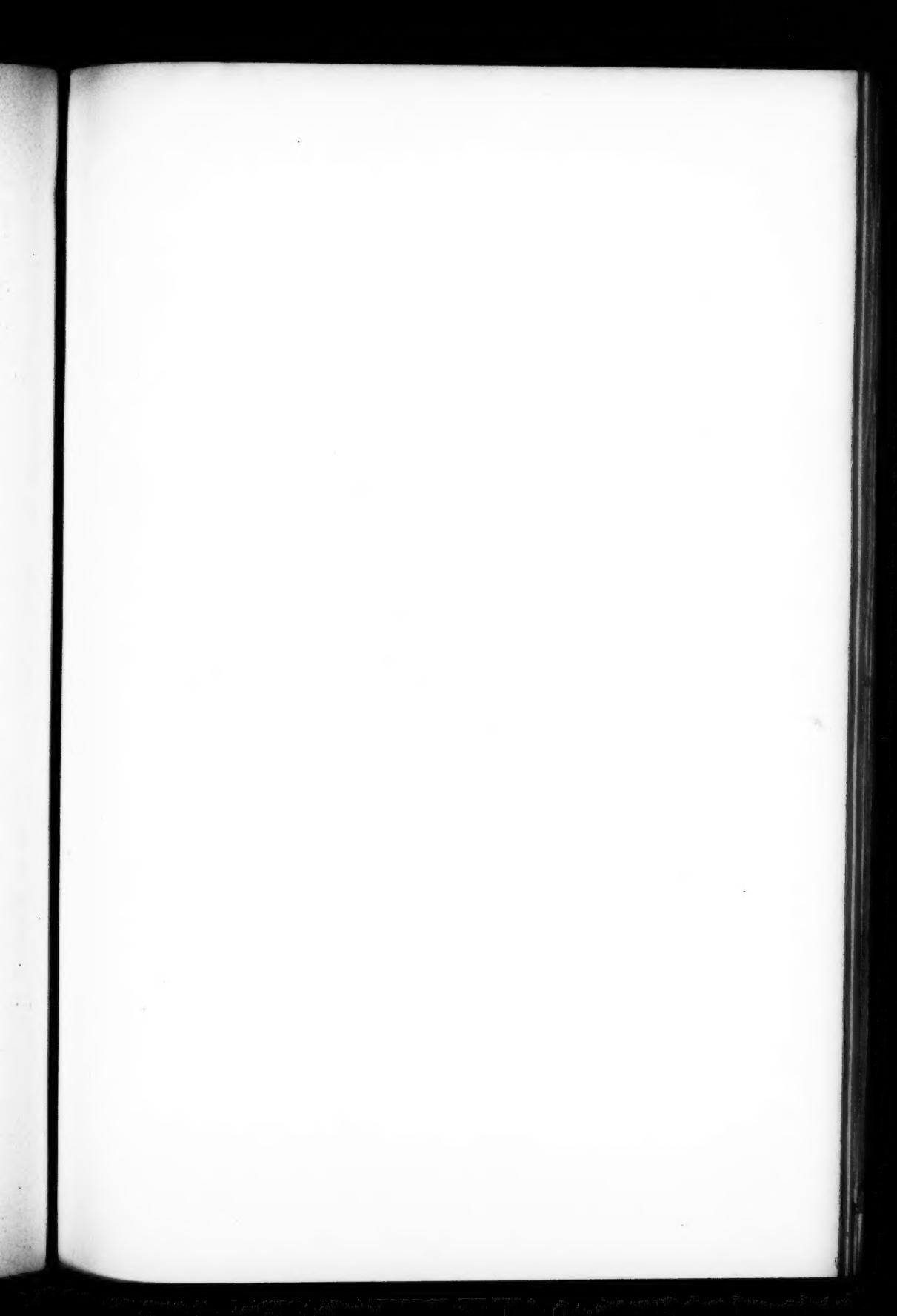
"A WHITE UMBRELLA IN MEXICO." By F. Hopkinson Smith. With illustrations by the author. Published by Houghton, Mifflin & Co., Boston.

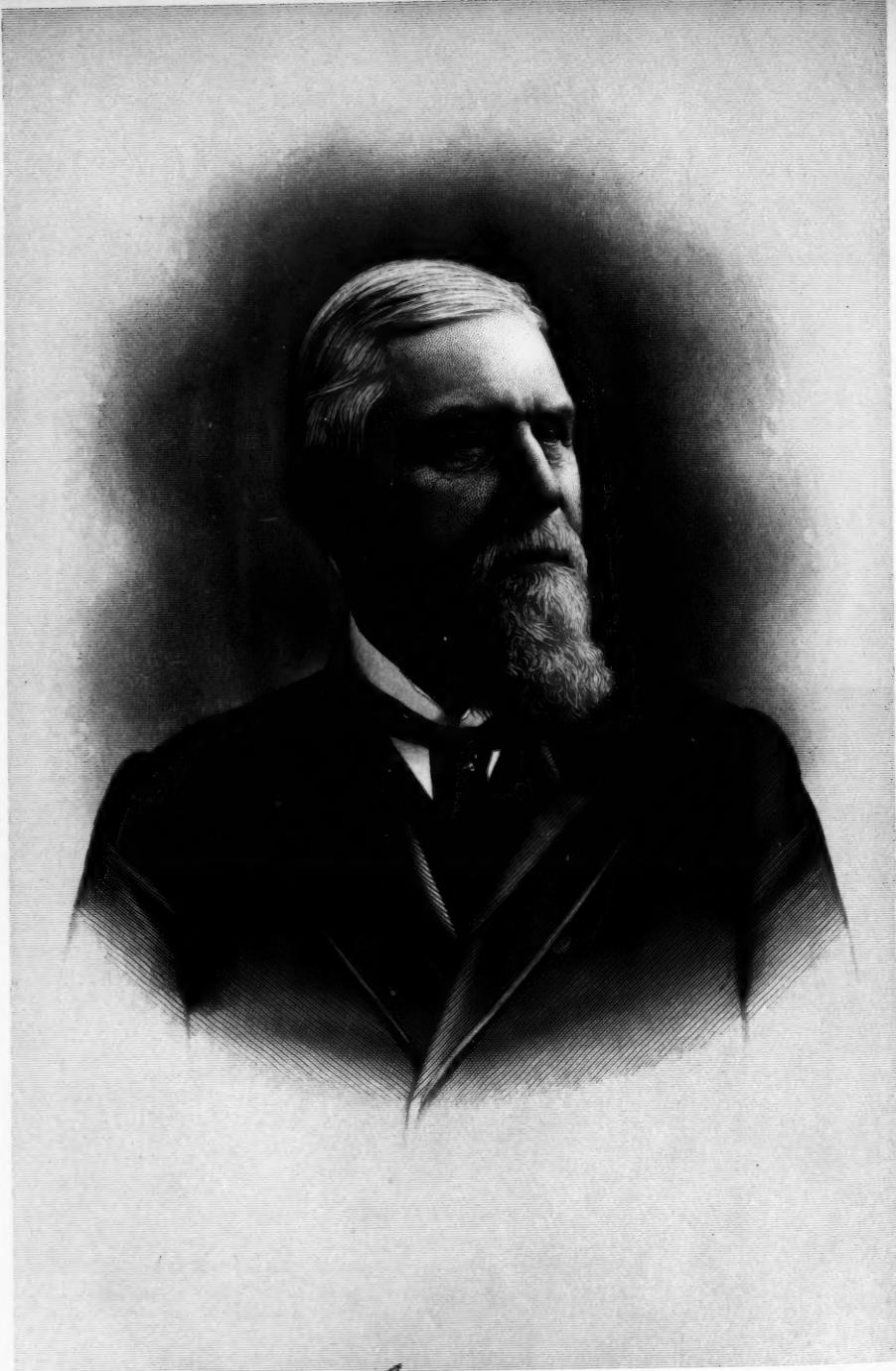
Mr. Smith comes before an audience he has met before and is sure of a cordial welcome, his "Book of the Tile Club," "Well-worn Roads of Spain, Holland and Italy," and "Old Lines in New Black and White," having served as a guarantee of charming work in any new field he might attempt. An artist and a traveller, his pencil and pen went together in all his vague wanderings in Mexico; a pilgrimage well described by a reviewer of the *Critic* who declares that he "travels, talks, describes, idles like an artist, chooses his themes with a view to artistic effect, paints here a blaze of sunshine, there an inky shadow, sometimes in contrasting juxtaposition. He takes up aqueduct and *iglesia*, volcano and lake, *serape'd* men and *riboso'd* women, with the object of interweaving them into his tapestry of reminiscences—always, however, with a touch so true that we fancy ourselves again in Anahuac drinking *pulque*, eating *tortillas*, and wearing a sunlike *sombro*. Such is the magic of his pen and pencil that we crouch beneath the 'white umbrella' and imagine ourselves under the limpid canopy of Orizaba or Aguas Calientes, listening to the *peons* telling their strange legends, catching glimpses of gleaming Popocatepetl in the distance, watching the towering cactus, or seeing a sketch emerge from the humid brush of the painter. There is no particular order or evolution in these artistic travels, and in its abandonment of a fixed plan and grasping of instantaneous impressions lies the grace of the book. Mr. Smith throws his main strength into little adventures, chance meetings with old *padres*, conversations with engineers and inn-keepers, and happy kaleidoscopic group-

ings of accidental things that come together and produce a surprising picture. In this way he draws out the heart of Old Mexico; the old *padre's* tongue wags and tells of the wrongs of his church; the dull Indian brightens under his sympathetic greeting and reveals the sombre spots in the suffering aztec soul; the ruined cities and tumbled churches range themselves under the artist's 'umbrella,' and many a charming angle and tower, cactus garden or bit of antique furniture lies kindled on the canvas; kindled and alive to recall Mexico to us in most vivid fashion." After this charming bit of description little remains to be said.

"THE ONLY WAY OUT." By Leander S. Keyser. Published by Anson D. F. Randolph & Co., New York.

The author deals carefully and with an apparent purpose of justice with the experiences and mental struggles of an honest doubter of the truths of the Christian religion, describing his perplexities and difficulties in general, and endeavoring to point to the only possible way out, according to the spiritual views held by the author. He believes that there are many earnest and intelligent young men and women who honestly doubt the Divine authority of the Bible, and who would gladly welcome the truth if they were persuaded that it is to be found. Such persons will find many of their perplexities depicted in the story, while their objections are dealt with as fairly and thoroughly as possible. Other skeptics, not so sincere, may yet be benefited if the truth is presented to them in the proper manner. There is more fact than fiction in the spiritual experiences delineated, for the author has only described a land through which he himself has traveled, and is therefore familiar with the trials of the journey. The morally depleting influence of doubt, the inadequacy of modern materialism to satisfy the higher rational needs of the soul, and the gradual descent of the skeptic into pessimism and despair are also described. A further purpose of the story is to show that Evangelical religion is wholly consistent with culture and intelligence, and that a religious experience is not a mere delusion of the ignorant. The little story through which these conclusions are conveyed is interesting of itself, as disconnected from all theological views.





Magazine of Western History
Geo. L. Cram
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